

# The Morning Journal

## AND COMMERCIAL GAZETTE.

No. 5.

LONDON, SATURDAY, SEPTEMBER 26, 1835.

Price 7d.

**SALE BY AUCTION OF VALUABLE MINING PROPERTY.**  
Important Coal Mines, Stone Quarry, and Works, in His Majesty's Forest of Dean, Gloucestershire, with all the Buildings, Engines, and Machinery, Railroad for a mile in length, Rights of Mining for Iron Ore, and other advantages, offering a safe and lucrative property for the employment of capital, without risk.

**MR. JURY** begs respectfully to announce he has received instructions from the proprietors to offer for SALE BY AUCTION, at Garraway's, on Wednesday, September 30, (unless an acceptable offer is made for the same,) a valuable MINING PROPERTY, held under the Crown, at a small chief rent, and free from taxes, rates, or assessments. It comprises the New Bridge-pit Mine, situated on the turnpike road from Coleford to Little Dean, and contains, according to the best surveys, an almost unlimited field of coal, of excellent quality, capable of raising from 70 to 100 tons per diem, for which the engines, machinery, and buildings are fully adequate. Also the Speedwell New-level Mine, adjoining, which forms a valuable acquisition; the coal in this mine is equally productive, and can be worked at a very moderate expense. The rights of mining for iron ore and minerals attached to the property, which are known to be abundant, form an important addition to its value, and offer a rich field for enterprise. The quarry produces grey stone of good quality, much in demand. A railroad, which belongs exclusively to this property, has been laid down by the proprietors, and by means of its junction with the public railroad, affords a speedy transit to the shipping port on the river Severn, to which great quantities are sent; it is also a source of income from the tonnage paid by the proprietors of other works contiguous. The situation of the mines gives them a priority over other competitors, from the facility of supplying (at the pit's mouth) the constant demand from the towns of Gloucester, Cheltenham, Tewkesbury, &c., and the large woollen manufacturing districts. In conclusion, this property offers large returns to a spirited capitalist, without risk. Full particulars may be had of Mr. Davies, bookseller, and at the Bell Inn, Gloucester; the Swan, Tewkesbury; Royal Hotel, Cheltenham; Hop-pole, Worcester; George, Stroud; of the resident Manager, at the Mines, by whom cards of admission will be given to persons desirous of inspecting the works; and of Mr. Jury, auctioneer, Pancras-lane, Cheapside.

**ON SALE, SHARES** in several of the best Mining Companies of Cornwall, that are now dividing profits. Shares in both Life and Fire Insurance Companies, Iron Railways, Gas Companies, &c. &c. likewise United States' Stocks, and Bank Shares, that are now paying a dividend of 5 per cent. Apply to CHARLES MANN, Stock and Share Broker, Stock Exchange; and Tom's Coffee House, Cornhill.

**SHARES IN VALUABLE MINES FOR SALE.**  
Two 15ths in East Croft  
One 12th in Trefavean  
Two 16ths in Wheal Seaton  
Due 90th in Marazion Mines  
Application to be made in London to Mr. E. Heseltine, 24, Finch Lane, Cornhill, and to Mr. Burgess, Camborne, in Cornwall. All Communications to be post paid.

**ON SALE, at the office of F. A. Helps, Stock and Share Broker, 9, Fench-lane, Cornhill, SHARES** in the Croymond, Grand Junction, and Trent and Mersey Canals; in the London Dock Company; Brighton, Chertsey, Imperial, Ratcliff, and United General Gas Companies; British Commercial, Globe, Hope, Life, and Protector Fire Insurance Companies; in the Commercial Road, Provincial National Bank; in the General Steam Navigation and Star Steam-boat Companies.

**WALLS-END COLLIERY.**  
Years, which expire on the 26th November, 1848, and to be entered upon on the 2nd of November next, all that well known current going COLLIERY, called "WALLS-END COLLIERY," together with all its establishment of Workmen and Agents' Houses, Offices, Stables, Granaries, Engines, Machines, Waggonways, Waggon, Stalls, &c.

The fixed Stock will be transferred to the Lessee, at a valuation, to be returned at the end of the term; and the movable and Live Stock will have to be paid for in equal moieties, by Bills at Two and Four months.  
The Colliery may be viewed, and all particulars known, by application to Mr. Buddie, at the Colliery; and sealed proposals addressed to him at Walls-end Fitting Office, Newcastle-upon-Tyne, will be received till the 17th October next.  
The locality of this Colliery is highly advantageous for the Working and Shipping of Coals, being situated on the North Bank of the river Tyne, where the Coals are shipped by Spouts, at which Vessels of twenty keels burden may load up.—The Lessee may be accommodated with Land to the extent of about 100 acres. Walls-end Colliery, Sept. 14th, 1835.

**DEPTFORD PIER AND IMPROVEMENT COMPANY.**  
INCORPORATED by Act of Parliament, 5th Wm. 4. ch. 13. The several holders of deposit receipts for shares in this Company are requested to leave the same at the office of the Company, 17, Cornhill, on or after the 14th day of September, and not later than the 1st day of October next ensuing, in order that the same may be exchanged for certificates in pursuance of the said Act.  
By order of the Directors, C. BARLEE, Sec. Deptford Pier-office, Deptford, Aug. 21, 1835.

**PENOBLES GOLD MINING ASSOCIATION.**  
THE DIRECTORS hereby give Notice, that the call of Ten Shillings per Share, made in pursuance of the powers vested in them by the Deed of Settlement, becomes due on the 26th instant, and that such Shares on which the call may not be paid will be absolutely forfeited.  
37, New Broad-street, 10th Sept. 1835. GEO. MORGAN, Sec.

**EUROPEAN GAS COMPANY.**  
NOTICE IS HEREBY GIVEN, that the Second Instalment of £2. 10s. per Share, becomes due this day, and is required to be paid into Messrs. Ladbroke, Kingsgate and Co. the Bankers of the Company, or the Shares on which such payment shall not be made in due time will become liable to forfeiture.  
Notice is hereby further given, that the Deed of Settlement, prepared in accordance with the terms of the Prospectus, lies for signature at the Company's Offices as above, and the Proprietors are hereby requested forthwith to inspect and sign the same.  
By order of the Board of Directors, 37, New Broad-street, London, 1st Sept. 1835. GIBBONS MERLE, Secretary.

**NATIONAL BRAZILIAN MINING ASSOCIATION.**  
MOCAUBAS and COCAES. Notice is hereby given, that the sum of £2 per Share, is required to be paid by the Shareholders in this Association, on or before the 16th day of October next, at the banking houses of Messrs. Jones, Lloyds, and Co., Lothbury; Vere, Sapte, Hanbury, and Co., Lombard-street; and Ransom and Co., Pall Mall East. The Shares, together with a List of their Numbers, to be deposited with the said Bankers two clear days, in order that the same may be entered. By order of the Board, BARCLAY MOUNTENEY, Secretary.

N. B. M. A. Office, 26, Throgmorton-street, Sept. 24, 1835.

**IMPERIAL ANGLO-BRAZILIAN CANAL, ROAD, BRIDGE, AND LAND IMPROVEMENT COMPANY.**  
CAPITAL—£500,000, IN 10,000 SHARES OF £50. EACH.  
PROPOSITION, by special despatch of His Imperial Majesty DON PEDRO II. DIRECTORS.

JAMES C. C. BELL, Esq.  
JOHN BROWN, Esq.  
JOHN DIXON, Esq.  
JOHN FOSTER, Esq.  
AUDITORS.  
GEORGE HOLDEN FOSTER, Esq. | ROBERT GUNT, Esq. | GEORGE LYALL, Esq.  
BANKERS.—Messrs. JONES, LLOYD, and CO.  
SOLICITORS.—Messrs. FRANKFIELD and SONS.

**AT A PRIVATE MEETING** held on Thursday the 13th ult., Mr. FREESE submitted the several documents, surveys, maps, plans, &c., and explained at considerable length the objects of the proposed Company, and the advantages likely to result from such an undertaking.

**PRESENT:—**  
GEORGE LYALL, Esq. in the Chair.  
Jas. C. C. Bell, Esq.  
J. W. Buckle, Esq.  
B. Cotterworth, Esq.  
John Dixon, Esq.  
Geo. H. Foster, Esq.  
John Foster, Esq.  
R. Fred. Gower, Esq.  
Robert Grant, Esq.  
When it was unanimously resolved, that this Meeting is of opinion that the statements made by Mr. Freeze afford sufficient encouragement for the formation of a Company to carry the proposed objects into effect, and that this Meeting will concur with Mr. Freeze in furtherance of the same, and that gentlemen who have attended this day will act as a Provisional Committee, first to be a quorum.

Applications for shares to be made, until Monday the 21st instant, to Mr. Freeze, Pinner's-hall, Great Winchester-street; to Messrs. Ewart and Bell, 3, Shorter's-street, Bank; or to Messrs. Freshfield and Son, Solicitors, Prince's-street, Bank, where prospectuses may be had, as also the pamphlet, with remarks on the objects and advantages of the undertaking, and containing a map of the province of Rio de Janeiro, showing the lines of intended operations, and a view of the colony of New Fribourg.—London, Sept. 2, 1835.

**PENNSYLVANIA BITUMINOUS COAL, LAND, AND TIMBER COMPANY.** North America, to be incorporated by the Legislation of Pennsylvania. Capital, £133,998, in 6,749 Shares of £20 each. Deposit £2 per share, to be paid to Messrs. Prescott, Grote, and Co., Threadneedle-street, or to Messrs. Cocks and Biddulph, Charing-cross, the Bankers of the Company. 1,643 Shares are already subscribed for; 3,125 Shares only will be issued to the public at par, the remaining 2,969 will be subsequently issued at a premium, such premium to be applied to the benefit of the holders of the 3,125 Shares. Applications for Shares and Prospectuses to be made if by letter, post paid; to Mr. Henry Brookman, the Secretary, 16, Berners-street, Oxford-street; or to Messrs. Clift and Fisher, Solicitors, 1, Copthall-court, Throgmorton-street, and 24, Ely-place, Holborn.

**THE DIRECTORS** of the Wheel Brothers Copper, Tin, and Silver Mine hereby give notice, that a Dividend of £18 per cent. per annum will be paid on WEDNESDAY, the 26th instant, at the Office of the Company, No. 28, New Broad Street, on the subscribed capital of £200,000 for the month of June. The Scrip Certificates to be left at the Office of the Company on Monday, the 26th instant. The Dividend will be paid every succeeding Wednesday, provided the Certificates are left on the preceding Monday.—28, New Broad Street, Sept. 22, 1835.

**IMPERIAL ANGLO-BRAZILIAN CANAL, ROAD, BRIDGE, AND LAND IMPROVEMENT COMPANY.**  
AS inquiries are still being made for Prospectuses and Pamphlets from the manufacturing towns, by persons interested in the prosperity of Brazil, it has been resolved, that although the applications for shares considerably exceed the number required, the allotment be postponed until Wednesday, the 30th instant, and that applications may be made until TUESDAY, the 22nd instant, to Mr. Freeze, Pinner's Hall, Great Winchester-street; to Messrs. Ewart and Bell, 3, Shorter's Court, Throgmorton-street, or to Messrs. Freshfield and Sons, Solicitors, Prince's Street, Bank.  
By order of the Board, JOHN H. FREESE.  
City of London Tavern, Sept. 19, 1835.

**ROYAL COPPER MINES OF COBRE, IN THE ISLAND OF CUBA.**  
THE Parties who applied for Shares in the Royal Copper Mines of Cobre, and who have not paid the First Instalment, in the Terms of the Prospectus, are hereby informed that the whole of those Shares are appropriated.—By order of the Directors, MAXENDALE, TATHAM, UPTON & JOHNSON, Great Winchester-street, 17th Sept. 1835.

**ALLIANCE GAS COMPANY.**  
THE DIRECTORS of the ALLIANCE GAS COMPANY, hereby give Notice that the obstacles thrown in the way of the arrangements for Lighting the City of Dublin being now removed, and the sanction of Government and the Local Authorities obtained, operations will be immediately commenced for carrying into effect the objects of the Company.  
HENRY ENGLISH, Resident Manager.  
37, New Broad Street, London, 9th Sept. 1835.

**LANELLY RAILWAY AND DOCK COMPANY.**—Incorporated by Act of Parliament.  
Capital £200,000, in Shares of £100 each, payable by instalments.  
Liability limited.—Deposit £3. per share.  
PROVISIONAL COMMITTEE.  
Robert Biddulph, Esq., M.P.  
William Blount, Esq.  
Hon. Sir C. Boyle, K.C.H.  
William Gambier, Esq.  
These gentlemen are resident in Wales.  
Bankers.—Messrs. Cocks and Co., Charing-cross.  
Solicitors.—Messrs. Crowder and Maynard, Mansion-house-place.  
Engineer.—George Bush, Esq.  
[Secretary—John Bliz, Esq.]

A substantial dock, capable of containing a large number of vessels, and a certain extent of railway, have already been completed, by which a considerable trade is now carried on; but it being highly desirable that the line should be extended, an Act of Parliament has been obtained in the present session to empower the Company to raise the above capital, and to carry the railway nearly 20 miles through a district abounding with coal, stone coal, culm, lime stone, iron stone, and minerals, which have hitherto remained in great part unworked, and which may be thus brought down for shipment at the dock of Lanelly. The survey of the above line is most favourable, the minimum cost, therefore, of railways already formed, will, it is calculated, be the maximum in this instance.  
In order to afford the means of judging of the probable expenditure and returns, the following statement is submitted as a moderate one:—

**EXPENDITURE.**  
For the completion of the new works - £150,000 0 0  
Probable amount of the purchase of the whole of the present works - 50,000 0 0  
£200,000 0 0

**WHEEL BROTHERS.**  
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**EXPENDITURE.**  
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Probable amount of the purchase of the whole of the present works - 50,000 0 0  
£200,000 0 0

**RETURNS** have been estimated as follows:  
Dues on 92,000 tons from the district already connected with the Dock, 2 miles, at 1d. per ton per mile. £1,150 0 0  
Dues on 120,000 tons, for 3 miles, at 1d. per ton per mile. 2,350 0 0  
Dues on 200,000 tons, for 13 miles, at 1d. per ton per mile. 10,250 0 0  
Dues on 5,000 tons agricultural produce - 400 0 0  
Dues on 5,000 tons merchandise - 400 0 0  
Profit on carriage of 130,000 tons, for three miles, at 1d. per ton per mile - 750 0 0  
Profit on carriage of 200,000 tons, for 13 miles, at 1d. per ton per mile - 5,416 13 4  
Dues on 122,000 tons, at 3d. per ton per mile - 5,275 0 0  
Dues on 50,000 tons, for 3 miles, at 1d. per ton per mile - 2,500 0 0  
Profit on carriage of same at 1d. per ton per mile - 833 6 8  
35,327 10 0  
Deduct for annual repairs of railway, salaries, and current expenses 10,327 10 0  
Net profit per annum - £25,000 0 0

Applications for shares and prospectuses, with further particulars, to be made at the bankers'; or at the office of the Company, Winchester House, Old Broad-street.

**ROYAL CORNWALL POLYTECHNIC SOCIETY.**  
THE THIRD EXHIBITION of this SOCIETY will be opened at the CLASSICAL SCHOOL ROOM, FALMOUTH, on Tuesday and Wednesday, the 6th and 7th of October next.

The members of the Society, and holders of transferable tickets, will be admitted at eleven o'clock, and non-subscribers at twelve o'clock, on the first day, on presenting their tickets of admission at the door.  
The Exhibition will be opened to the Public at ten o'clock on the second day, on payment of one shilling at the door.  
The Chair will be taken, and the Prizes awarded, on the first day of the Exhibition.

**LONDON AND BRIGHTON RAILWAY.**  
THREE New Lines having been surveyed during the present year, and the Public and the inhabitants of Brighton being deeply interested, that the line best adapted should be selected with as little further loss of time as possible.—The Directors of the London and Brighton Railway, incorporated by Act of Parliament during the session just terminated, think it right to state for the information of the Public, that the result of the surveys recently made of two additional lines (one by way of Oxford, and the other by the Southampton Railway) do not affect, but on the contrary, have confirmed in the strongest manner the Resolutions voted at the General Meeting of Shareholders in the Croydon Railway, on the 16th of July last, namely:—That the line of country surveyed by Mr. Gibbs, from London Bridge by the Greenwich and Croydon Railways, and thence by Dorking, Horsham, and Shoreham, is greatly superior to any other for the purpose of a Railway from London to Brighton. In order to afford the necessary means for forming a more perfect judgment, the Directors deem it best to lay before the Public the following table of the comparative levels, and of inclinations of rise and fall on the three lines. By this statement it will be observed, that the line of country surveyed by Mr. Gibbs is much superior to the other two, not only in the quantity of level, but in the more gradual inclination of the planes, excepting only the shorter portions, in which (according to the concurrent public testimony of the most able engineers) it has been decided to concentrate the rise, in order to obtain the greater proportion of levels.

**Mr. Gibbs' Line.**  
Miles. Chains. Level. Ft. per Mile.  
11 .. 55 Level .. 5 3  
6 .. 18 1 in 1182 .. 5 3  
6 .. 18 1 in 1182 .. 5 3  
5 .. 26 1 in 1124 .. 5 3  
2 .. 31 1 in 1107 .. 4 9  
5 .. 31 1 in 1107 .. 4 9  
2 .. 31 1 in 1107 .. 4 9  
8 .. 0 1 in 1189 .. 4 9

**Mr. Stephenson's Line.**  
Miles. Chains. Level. Ft. per Mile.  
15 .. 1 in 1100 .. 4 9  
34 .. 1 in 556 .. 11 7  
37 .. 1 in 339 .. 16 9  
37 .. 0 1 in 339 .. 16 9  
3 .. 11 1 in 109 .. 53 10

The Directors further give notice that the surveys and estimates of Mr. Gibbs' line, with several recent improvements not included in the above gradients, are prepared, and that plans and notices will be deposited in the usual manner, previously to an application to Parliament in the ensuing Session.

The line surveyed by Mr. Gibbs, by way of the Greenwich and Croydon Railways, thence by Dorking, Horsham, and Shoreham. The first eleven miles of the route from London to Brighton, namely, from London Bridge to Croydon, are all ready provided for by the Railway Act, which received the royal assent on the 22nd May last. The surveys of the lines are completed throughout, and the usual Parliamentary notices, plans and estimates prepared, for which all the expenses are already provided.

N.B.—A Prospectus is preparing, containing full particulars, in the mean time applications for Shares of £20 each, (upon a Capital of £900,000, with a Deposit of £1 per Share, may be made as follows, viz.—To the Bankers, Messrs. Jones, Lloyd, and Co.; to the Solicitor, William Burchell, Esq. 34, Red Lion-square, Holborn, London. The Provisional Committee, consists of the following gentlemen: J. P. Mansburt, Esq.; John Moxon, Esq.; Francis Ricardo, Esq. with power to alter by their number, by letter, post paid, upon the allotment of the Shares, which will be repaid without any deduction whatever, if the sum of £200,000 be not subscribed (with deposit of £1 per Share paid thereon) on or before the 30th of November next. The add'l lists will be made by them from the List of Subscribers, with reference to local interests, amount of subscription, or other requisite qualifications. By order of the Provisional Committee, 12, Angel-court, Throgmorton-street. R. S. YOUNG, Secretary.

**PERSONS** desirous of securing an interest in a MINING CONCERN, attended with little or no risk, and with the prospect of a quick return, may obtain Particulars by addressing a line to R. S., Deacon's Coffee House, Walbrook

**NORTHERN AND EASTERN RAILWAY FROM LONDON.**  
LONDON COMMITTEE.  
Sir Jacob Astley, Bart. M. P.  
John Angerstein, Esq., M. P.  
Rowland Alston, Esq., M. P.  
Rowland Gardner Alston, Esq.  
Sir Thomas B. Beevor, Bart.  
John Hargrave, Esq., M. P.  
Sir W. J. H. B. Folkes, Bart., M. P.  
Charles Johnson, Esq.  
Francis Kemble, Esq.  
Robert William Kennard, Esq.

**YORK COMMITTEE.**  
Thomas Backhouse, Esq.  
Mr. George Baker.  
Thomas Barstow, Esq.  
Francis Cholmeley, Esq.  
William S. Clarke, Esq.  
George Clough, Esq.  
William Cooper, Esq.  
Mr. Robert Cooper.  
The Hon. J. C. Dundas, M. P.  
Charles Henegge Esley, Esq.  
William H. Heaton, Esq.  
William Hotham, Esq.  
George Hudson, Esq.  
George Jennings, Esq.  
John Henry Lowther, Esq., M. P.  
Henry Martineau, Esq.

**NORWICH COMMITTEE.**  
Timothy Steward, Esq.  
Samuel Shadlers Beare, Esq.  
Horatio Bollingbroke, Esq.  
John Marshall, Esq., Sheriff.  
Richard Shaw, Esq., Alderman.  
David Hills, Esq.  
Henry Martineau, Esq.

**TRUSTEES AND TREASURERS.**—Sir James Cockburn, Bart., John Masterman, Esq., STANDING COUNSEL.—The Hon. James Stuart Wortley.  
BANKERS.—Messrs. Masterman, Peters, and Co.; Messrs. Sir James Esdaile & Co. SOLICITORS.—Messrs. Vizard and Lemon, Lincoln's Inn-fields.  
PARLIAMENTARY AGENTS.—Messrs. A. and R. Muddell.  
ENGINEER.—James Walker, Esq. F. R. S., L. and E. Office of the Company, No. 55, Lombard-street.

Applications for Shares of £100 each (if by letter post-paid) may be made to Messrs. Vizard and Lemon, Lincoln's Inn-fields, and to the Secretaries, at No. 55, Lombard-street, where also a more detailed and full Prospectus may be had.  
A deposit of £3 per Share will be required to be made to Messrs. Masterman and Co., or Messrs. Sir James Esdaile and Co., London; or at the Company's Bankers at York, Leeds, Doncaster, Lincoln, Peterborough, Cambridge, Hertford, Norwich, Yarmouth, Manchester, Liverpool, Edinburgh, and Glasgow.  
CHARLES ROWCROFT, SECRETARIES.  
SEPTIMUS HODGES

**GREAT NORTHERN RAILWAY.**—London to York, Cambridge, Lincoln, Selby, and Norwich.  
Capital—£3,000,000, in Shares of £100 each.—Deposit £3 per share.  
LONDON PROVISIONAL COMMITTEE.  
Sir Peter Laurie, Alderman.  
Sir William De Bathe, Bart.  
Robert J. Bunyon, Esq.  
John Lewis Eyre, Esq.  
Adam Gordon, Esq.  
Lieut.-Colonel Leith Hay, M.P.  
John Humphrey, Esq., M.P.  
Henry Kingsgate, Esq.

**YORK COMMITTEE.**  
The Right Hon. Thomas Wood Wilson, Lord Mayor.  
John Henry Lowther, Esq., M.P.  
The Hon. John Charles Dundas, M.P.  
Charles Esley, Esq., Recorder of York.  
Eustachius Strickland, Esq.  
Francis Cholmeley, Esq.  
Thomas Price, Esq.  
Wm. Hotham, Esq., Alderman.  
Wm. H. Heaton, Esq., Alderman.  
Wm. Oldfield, Esq., Alderman.  
William Cooper, Esq., Alderman.  
John Simpson, Esq., Alderman.  
Robert Swann, Esq.  
Thomas Barstow, Esq.

**NORWICH COMMITTEE.**  
Charles Turner, Esq., Mayor.  
S. Bignold, Esq., Deputy Mayor.  
Lieut.-Colonel Harvey, Alderman.  
P. Finch, Esq., Alderman.  
J. Marshall, Esq., Alderman.  
J. D. Springfield, Esq., Alderman.  
A. A. H. Beckwith, Esq., Town Clerk.  
J. Skipper, Esq., Chamberlain.  
J. W. Roberts, Esq., Esq.  
Bankers.—Messrs. Ladbroke, Kingsgate, and Co., Bank-buildings.  
Engineer.—Joseph Gibbs, Esq.

The Railway will commence at Whitechapel, and proceed near Dunmow to Cambridge, from whence, in an undulating line, it will extend to Lincoln, passing through Sleaford and Selby to York.  
The Railway will pass near Huntingdon, Ely, Peterborough, Wisbeach, Market Deeping, Grantham, Newark, Gainsborough, Doncaster, Thorn, South, and How. By the junction with the Leeds and Selby railway, a perfect communication will be made with Leeds, Bradford, Halifax, Huddersfield, and the other great manufacturing towns in that district.  
Increased facilities will thus be afforded to the following branches of commerce: The cotton and lace manufactures of the counties of Nottingham and Derby. The stocking manufacture of Leicester. The cutlery and iron works of Sheffield. The carpet, blanket, and woollen manufactures of Dewsbury, Leeds, and Huddersfield.—The linen manufactures of Knaresborough and Barnsley. The silk and woollen manufactures of Norwich.  
The collieries of the north.  
All the staple commodities of Scotland.  
And agricultural produce throughout the whole line.  
The undertaking claims especial attention and support from the additional fact, that it will not interfere with existing interests, but, on the contrary, materially benefit the canals and the several isolated railways already formed (or in course of formation), by ultimately becoming the grand duct of these several commercial veins of the kingdom, uniting the metropolises of England with Edinburgh and Glasgow.  
An audit report for the outlay may confidently be expected, the estimates being founded on the present actual trade, without taking into account the great increase that must necessarily accrue.  
The estimated cost of the line from London to York, founded on accurate surveys, will be £2,320,000.  
And the line to Norwich - 787,000  
£3,107,000

Another very important consideration is, the nature of the country, the line between London and Norwich, and Dunmow and Askrigg (49 miles beyond York), being extremely favourable, presenting few obstacles to the formation of the Great line ever proposed for the construction of a railway.  
Application for Prospectuses, with maps, and for Shares, to be made to the Secretary, W. R. CROSSLAND, Esq., at the Office, 25, Bucklersbury.

**RAILWAY between ALTONA, HAMBURG, and LUBECK**  
to be undertaken by the consent of the King of Denmark, and the sanction of the Hanseatic States of Hamburg and Lubeck.—Capital £300,000, in 15,000 shares of £20 each. Deposit 10s. per share.  
PROVISIONAL COMMITTEE.  
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A nearly straight line for the above purpose, connecting Altona, Hamburg, and Lubeck, has been surveyed, by which an easy communication would be effected between England and all places in the Baltic.  
The distance would not exceed 40 miles; the gradients would in no case be more than 1 in 100, being highly favourable for the application of locomotive power.  
Five hundred and thirteen principal merchants and other influential persons at Hamburg, and 136 persons of similar character at Lubeck, have signed declarations of support to this measure upon a Company being formed to carry out the project.  
One half of the shares to be subscribed for on the 30th of November next.  
General Agent on the Continent.—Mr. Emilius Meissner, Bankers in London.—Messrs. Spooner, Atwood, Messrs. Wright and Co., Henrietta street, Hamburg.—Messrs. Westphalen and Rist, Lubeck.—Mr. N. H. Muller.  
Solicitors.—Messrs. I. and S. Pearce, Phillips, and London.—Secretary, Mr. J. H. Pollock, 8, Basinghall street.  
Applications for shares may be addressed to the Committee, at the Office of the Secretary.

**PENNSYLVANIA BITUMINOUS COAL, LAND, AND TIMBER COMPANY.** North America, to be incorporated by the Legislation of Pennsylvania. Capital, £133,998, in 6,749 Shares of £20 each. Deposit £2 per share, to be paid to Messrs. Prescott, Grote, and Co., Threadneedle-street, or to Messrs. Cocks and Biddulph, Charing-cross, the Bankers of the Company. 1,643 Shares are already subscribed for; 3,125 Shares only will be issued to the public at par, the remaining 2,969 will be subsequently issued at a premium, such premium to be applied to the benefit of the holders of the 3,125 Shares. Applications for Shares and Prospectuses to be made if by letter, post paid; to Mr. Henry Brookman, the Secretary, 16, Berners-street, Oxford-street; or to Messrs. Clift and Fisher, Solicitors, 1, Copthall-court, Throgmorton-street, and 24, Ely-place, Holborn.



## BOLANOS MINING COMPANY.—FIFTH DIVIDEND.

14, Chatham-place, Blackfriars, London, Sept. 22, 1883.

SIR.—I am directed by the Court of Directors to acquaint you, that they have this day declared a Dividend of 4s per share, to become payable at the Office of the Company on and after WEDNESDAY, the 30th September instant, to the Proprietors of Shares who may appear to be such in the books of the Company on Monday, the 25th instant. The Dividend will be payable daily between the hours of Eleven and Three, until the 31st October next; from that period it will be payable on Mondays only, between the same hours.

I am further directed to acquaint you, that the Books for Transfer will be closed from Saturday the 26th to Wednesday the 30th instant; and that all transfers which shall not have been completed by the return of the transfer deed to the Office of the Company on or before Saturday the 26th instant, will be considered, as far as respects the right to the Dividend, as not having taken place, and the person in whose name the shares shall then stand in the books of the Company, will be entitled to claim the payment thereof.—I am, Sir, your most obedient servant,

GEORGE FORBES, Secretary.

N.B. Proprietors who may be unable to attend personally, in order to receive their Dividends, are requested to fill up the Form supplied from the Office.

Just published, price 2s. 6d.

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As the price of the Volume will depend materially on the number of Copies ordered before publication, early applications are desirable.

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## To the Editor of the Mining Journal.

SIR,—Allow me to express to you the pleasure and satisfaction which I have derived from perusing the different numbers of your valuable journal, and also to thank you for establishing a weekly periodical devoted to such important subjects as those which pertain to mining. Your paper made its appearance most appropriately, and I beg leave to congratulate you on the success which has attended your exertions. From the manner in which it has been thus far conducted, I feel certain it will be the means of diffusing what was much wanted, correct information on mining speculations. Animated by a desire to promote the public good, I feel anxious, with your permission, to the utmost of my power, to second your patriotic exertions. I have for some time past devoted considerable attention to the mining interest, more particularly to the procuring of the precious metals. I have recently returned from a scientific tour through some parts of the United States of North America, a tour which I undertook principally with a view to examine the gold region of that country, so as to ascertain how far capital might be invested there with advantage. My attention was chiefly attracted to the gold district in North Carolina, with which I had an opportunity of becoming tolerably well acquainted. I am quite satisfied of the great value of the gold lodes in that district, and feel confident that ere many years pass away, some of the most extensive and lucrative gold mines in the world will be in operation in that state. Herewith I send you a few facts which I have put together relative to these mines. If you consider them of sufficient importance you will oblige me by giving them a place in the *Mining Journal*. Should this general outline prove acceptable to you, I shall be most willing at some future period to furnish you with more details on this important and interesting subject. With my best wishes for the success of your laudable undertaking, I am, Sir, your obedient servant,

Hull, Sept. 22, 1883.

G. D. LONGSTAFF, M.D.

## GOLD MINES IN NORTH CAROLINA.

Gold appears to have been first discovered in North Carolina about thirty years ago. It was originally found in the sand and gravel of some rivulets in Cabarrus county. Soon afterwards this precious metal was also found in Montgomery county, and subsequently in the counties of Mecklenburgh, Rowan, Davidson, Anson and Guilford. The greater portion of the gold first found was in small pieces, varying in size from fragments of a few grains in weight, down to particles of the most minute description. But very soon after the first discovery of gold, pieces of considerable size were dug up. In Cabarrus county, one piece was found which weighed 28lbs. besides several other pieces varying in weight from 4 to 16lbs. In Montgomery county, a number of pieces of about 1lb. weight have been found; and in Anson county, a piece of gold weighing 10lbs. and another of 4lbs. weight, together with a number of smaller pieces were, during the summer of 1828, taken up out of the sand and gravel of a small rivulet. For several years all the gold obtained in North Carolina was found in a class of mines known by the name of "deposit mines," "branch mines," or "stream mines," from their being generally situated in the beds of rivers or rivulets or ravines, though in some instances considerable deposits of gold were found in the sides and tops of hills. In these mines, the gold was usually found in small particles mixed with sand or gravel, and was obtained by merely washing away the sand by means of a very simple machine, called a rocker. The capital required to work such a mine, in this manner, is small, and several individuals in North Carolina have realized large fortunes by working these kinds of gold mines. It was not until within these few years, that gold mines, properly so called, were discovered in North Carolina, that is, gold in regular well defined veins. This discovery was made in the following manner. A person, while washing the sand and gravel of a small rivulet for gold, observed that he could never find any beyond a certain spot in ascending the stream; but, at the point where the gold ceased to be obtainable, he discovered a quartz vein running into the hill on one side of the channel, and at right angles with the course of the rivulet. Having previously frequently taken up out of the bed of the stream fragments of quartz with particles of gold attached to them, he came to the conclusion that the gold found scattered below must have its origin in this vein; he consequently determined to trace it into the hill. He did not pursue the vein for many feet before he struck a beautiful deposit of gold in the quartz. In a very short time, and at a trifling expense, about 13,000 dwts. of gold were obtained from this vein. This discovery of gold in a well defined vein, presented the subject in a new and interesting point of view, and attracted the attention of the public. Several persons of enterprise and capital repaired to the neighbourhood, and search was made for gold veins among the hills and high grounds. In the course of the same year some valuable veins containing gold were discovered in Mecklenburgh county, which, though worked in a very rude manner, were so productive as to excite considerable attention and induce some capitalists to make investments and erect machinery, and the veins were worked with some system. These Mecklenburgh mines were the first which attracted general notice, and the first that were examined and worked with any thing like skill and management. The consequence

was, a constant search for gold was kept up in that county, and this inquiry has proved abundantly successful, as many very valuable veins of gold have been discovered, and at this moment some of the most extensive and productive gold mines in North Carolina, or perhaps in North America, are to be found in Mecklenburgh county. The veins and places of deposit are very numerous and scattered over nearly the whole county. Valuable gold veins have also been discovered in Cabarrus county, as well as in the counties of Rowan, Davidson, Guilford, Anson, Rutherford, Burke, and Lincoln. These veins traverse the original strata in various directions, seldom, however, vertically, but often with a dip of from 45 to 50 degrees to the horizon. They vary in width, from a few inches, to several feet. They often run parallel to each other at unequal distances, and are found in the low lands as well as on the hills. These veins are formed of quartz of different characters, which varies generally with the original rock in which it is found; it is sometimes crystallized, sometimes compact, and sometimes granular. These various kinds of quartz are the gangues or matrices in which the gold is found, and besides gold, they contain a small portion of silver, some iron pyrites, oxide of iron and sulphur. The depth to which these veins have been examined, is very limited. Hitherto no shaft has been sunk below 150 feet. Several have been worked to the depth of 70 or 80 feet; but by far the greatest number of shafts do not exceed from 25 to 40 feet in depth: as far, however, as these excavations have been made, they furnish good evidence as to the durability of the mines; the well defined veins not only retain their first size, but generally become larger, and almost always improve in richness, as the mine becomes deeper. The quality of the ore varies much in different veins, and sometimes in different parts of the same vein. Generally speaking, the ore yields from one to three ounces of gold per ton; some, however, yield three or four times this quantity, and there is one mine in Mecklenburgh county, belonging to the Anglo-American Gold Mining Association, the ore from which has yielded from 50 to 100 ounces of gold per ton. It is worthy of remark, that ore which will yield one ounce of gold per ton, may be worked so as to leave a very handsome profit. The process now employed in extracting the gold from the ore, is that of amalgamation. Although it is not many years since the mines in North Carolina began to be worked to any great extent, yet considerable quantities of gold have been obtained from them. The first notice of gold from this state, on the records of the United States Mint, occurs in the year 1814, during which year, gold to the amount of 11,000 dollars was received at that establishment. It continued to be received during the succeeding years, until 1824 inclusive, in different quantities; but all inferior to that of 1814, and on an average not exceeding 2,500 dollars per annum. In 1825, the amount received was 17,000 dollars; in 1826, 20,000; in 1827, about 21,000; in 1828, nearly 46,000; in 1829, 134,000; in 1830, 204,000; in 1831, 294,000; in 1832, 458,000; and in 1833, 475,000 dollars; this, however, exhibits only the relative, not the absolute quantity of gold produced, for these several years; as it appears, that at most, not more than one-half of the gold procured from these mines was sent to the Mint; the rest being either sent abroad, or worked up for jewellery in different parts of the country. That there will be an increase in the quantity of gold obtained from these mines, every succeeding year, does not admit of doubt. At present, many persons of skill and capital are giving their attention to the subject, consequently, every year the extent and value of the veins may be expected to become better known.

Many mills, on an improved construction, for reducing the ore, are now being erected in different parts of the state. Several improvements in the mode of working the veins, and in the general management of the mines, have been lately introduced, and the success of some of the more recent adventurers has been such as to excite the attention of capitalists, and induce them to make investments. Many new companies have lately been formed, and with the best possible prospects of success. In short, if the work proceeds as rapidly for three years to come, as it has for the three years past, the changes in this part of the country will be very striking. The legislature of the United States, thoroughly impressed with the importance and value of the gold mines in this district, and anxious to promote in every possible way the interests of mining companies, passed, during the last session of Congress, an act, authorizing the government to establish a mint, for coining gold, at the flourishing town of Charlotte, which is situated in the midst of some of the most productive mines in the county of Mecklenburgh. The building is now in the course of erection; and it is expected that the establishment will be in full operation in the course of next year. The advantages of this institution to those engaged in the gold mines of that neighbourhood, it is obvious, will be very great; while the disposition thus manifested by Congress to patronize mining operations, is sufficient to give confidence to the most timid. In conclusion, it is worthy of remark, that the miners who have come from the mines in South America and Europe, pronounce this region to be more abundant in gold than any other that has been found in the globe. Mr. Dickson, in an "Essay on the Gold region of the United States," observes, "That he has visited many of the mining countries of celebrity, and has become familiar with the various mining operations for the precious metals in different nations, from the mines of the Russian empire to those of the ci-devant Spanish colonies, and the impression produced on his mind, after carefully examining the gold region of the United States is that there are richer ores of gold and richer gold deposits, in the United States than are to be met with at Gongo Soco, in the Brazil, or the Urlian chain of mountains. The same writer observes, when we look around and regard the position of the celebrated mining districts of South America, the exact position of the mineral treasures—the expense of mining material, and many of the circumstances bearing prominently on the subject, and then cast a glance comparatively at the gold region of the United States, there is but one impression left on the mind—a conviction—a settled conviction of the superiority of the latter. In the one country, we perceive unsettled government and laws—but slight security of life and property, the precious metals embosomed in wild and desolate regions—all the material for mining purpose scarce and costly—barriers, natural barriers, in the impassable mountains, to the facilities of transportation; in numerous instances a want of miners, who, in the intestine commotions and political revolutions, are made conscripts and marched to the scene of battle, seldom to return, while doubt, and gloom, and hopelessness of amelioration, alike prevent and stifle all enterprise. In the United States, on the contrary, the mineral treasures are in the immediate vicinity of thick forests, navigable rivers, and a population well organized and numerous. Engines for draining the mines, and facilitating the extraction of the precious metals, can easily be procured. The climate is good, and the necessities of life are within the reach of all. When we add to these advantages, the security of property under such a government as that of the United States, we may safely say that these mines afford a far more favourable prospect, for the profitable investment of English capital, than many a scheme in which British capital is at present embarked.

## To the Editor of the Mining Journal.

SIR,—It often happens, the best of institutions are the most calumniated and opposed, the best of intentions are the most misrepresented and depreciated, and the purest of objects suffer the most from slander and vituperative injustice. I have been led to make these observations from having read with attention, but not with surprise, the remarks contained in the leading article of your last number. If, Sir, I may take that article as an index of your feelings and intentions, I trust the public may draw a fair and legitimate conclusion, that you are so completely alive to the importance of the undertaking in which you are engaged, that you are prepared to meet prejudice calmly, to persevere through opposition steadily, but firmly, and to hold up the balance of justice to calumny and misrepresentation, regardless of the quarter from whence it may proceed, or the channel through which it is conveyed. As an humble individual, interested in the subject, I beg to return you my best thanks for what you have already done, and for what you have promised as the future line of proceeding; I have no doubt but your declaration of intentions will be well received by the British public, those only excepted who "love darkness rather than light."

All public companies are begun and carried on by the success they derive from public support; public support is their very life-blood and existence, and the best security the public can have for a pure, just, and judicious administration of those affairs is by giving them publicity; it will operate as a check upon reckless adventurers, who may attempt to palm their designs upon unguarded men; it will give you a better guarantee for a good management at your board of directors; it will diffuse among them a spirit of attention, perseverance, caution and honesty; it will diffuse the same valuable properties into the breasts of your agents, whose reports will reverberate, through the medium of the *Mining Journal*, to the place from whence they came, where honesty will be duly

appreciated, and its opposite very justly exposed; it will be understood as making no charge against any agent or body of men, but I do maintain, that to secure the public against designing men, to obtain and preserve a just and sound administration in our various associations, there is no specific like publicity. I can easily imagine that men may shrink from publicity when they have some nefarious plan to execute, some deceptive scheme to put in motion, or some flat-headed victim to catch within their gripe; but I cannot imagine that any association, deriving its support from public confidence, whose designs are just and upright, can for a moment wish to withhold that information which is necessary to form a fair estimate of its value and prospects. This is a subject well deserving the consideration of proprietors in various public companies, particularly Mining Companies, because their property is necessarily, to a certain extent, of a more contingent character, that early information is oftentimes of the utmost importance both to the proprietors and the public, and how can this information be so extensively and satisfactorily given as through the medium of a journal, whose pages are specially devoted to that object. The mining interest, Sir, is much indebted to you for so valuable an origin through which it may receive the earliest intelligence of its progressive operations, and I can assure you, Mr. Editor, the only expression of opinion I have heard within the circle of my acquaintance, has been that of astonishment at not having had a *Mining Journal* long before, to represent, protect, and foster its interests. You may have charges, prejudices, and obstacles in various forms to contend with, but these must ultimately give way to the force of public opinion; men will soon see that the publication of faithful reports will not act injuriously upon their interest, but most beneficially, inasmuch as it will furnish a fair guide for those transactions, and tend more than any other circumstance to consolidate and give a safe and standard value to their property. Unfaithful reports, if allowed to come before the public eye, would soon frustrate their object; they would not bear public scrutiny; would lead to detection and disgrace, and the hand that penned them would soon have that instrument of its fraud removed from its agent. Only let shareholders in our various companies insist upon this point, and I will venture to affirm they will have a better security for a just and sound administration of their affairs than at any former period. As for the assertions, that your journal is established to represent imposition, they are only worthy of contempt, without proof. Do such jaundiced-eyed beings suppose that the public would countenance your undertaking, should you descend to such a course of injustice? The interest of the *Mining Journal* is only to be secured by a faithful and impartial discharge of its duty towards its friends and supporters. Relying upon your sense of honour, justice, and impartiality, you have my best wishes for its success and prosperity. I am, Mr. Editor, your obedient servant,

Clerkenwell, Sept. 24, 1883.

T. S.

## To the Editor of the Mining Journal.

SIR,—Having made some important discoveries, in separating metals from each other, and from their ores, I beg leave to state for the benefit of the mining interest in Cornwall, &c., that in making experiments upon copper ores, I have found that they contained, on the average, from ten to twelve per cent. of pure copper, in the state of a metallic salt, thickly coated with vitriolic earths; so that the heat of a furnace made no impression on it, and even nitric acid, assisted by heat, made no impression on the metallic salt. I discovered a process that destroyed, first, the vitriolic earths, and also a process of amalgamation, that collected the copper ore in the purest possible state; it is very near as fine in the texture as golden silver; and I am of opinion, it will sell from fourpence to sixpence a pound higher than the copper obtained by smelting. If the metallic copper in the ore is free from certain mineral substances, it may also be amalgamated, and it will be proved, that there is more metal obtained from the ore, by the process of amalgamation, than what is obtained by the process of smelting; besides the quality of the metal so obtained, is of a much greater value. I am of opinion, that the expense of obtaining the metal in a pure state, by my process, will not exceed the amount now paid for obtaining the copper by smelting. If the copper ore is in Cornwall, &c., is of a similar description to what I have operated upon, it will produce from 200 to 300 pounds of more copper per ton, than the salts alone, than what is obtained at present. I am also of opinion, that tin ore will produce a considerable percentage of salts of tin, coated with vitriolic earths, in the same manner as the salts of copper.

BENDACULA.

## GALT VERSUS STEAM.

## To the Editor of the Mining Journal.

SIR,—As you have given insertion in your last to my letter on the subject of Mr. Galt's invention for superseding steam, which I have since found has excited more attention than I was before aware of, I venture to send you a few more remarks, which I had not time to add, from only having determined to address you the night previous to the publication of your journal, and when it must have been already in the press.

I will premise what I have further to remark, by saying, that I have no personal knowledge of, or acquaintance with, Mr. Galt; and that any remarks which I have made in my last, were made under the impression that he really was not the author of the composition in question; and, therefore, I could not intend to convey any personal offence to Mr. G., as I should feel sorry to wound his feelings, or any man's, wantonly; but seeing the arrangement proposed in the ridiculous light which I did, I could not help, in the freedom of discussion, from treating it accordingly; and shall still claim the same freedom of expression in what I have yet to say, without intending any offence, although I have been since assured that it comes from Mr. G.; but if so, it only proves, what we all knew before, that clever men may commit hasty errors, when they enter upon new ground; and, when that is the case, the only amends they can make, and which is due to themselves as well as the public, is to acknowledge that error as soon as they are sensible of it, to prevent others from being misled, which would cancel the error; as we all know that it is very easy to commit error, but it requires strength of mind to make the admission when sensible of it.

As it was not convenient in your last to give the diagram which accompanied my letter, and may not be consistent with the practice of a newspaper to do so, yet in a journal appropriated for reciprocating communications in the mechanical world, which extends its branches into all the arts and manufactures of the kingdom, it may occasionally be useful and admissible, and indeed, I might add, necessary to do so, particularly where a few lines, done at no great expense, will sometimes greatly assist the reader as well as the writer in clearly comprehending and describing what is in hand. If that cannot be done, it is necessary in order to show clearly, as now proposed, where the root of the fallacy exists, to commence by a description upon some given scale of the apparatus proposed; leaving such readers as are curious to "test" its accuracy, to use their pencils in forming a diagram on the margin of your journal by a few straight lines, which need not be to any scale, or correct proportions, to show the principle.

Then, attending as minutely as possible to the given directions—"take a cylinder" (c), suppose 90 inches diameter, and long enough to allow a 10 feet rise and fall of the piston in it; "subjoin to the bottom of it in communication a pipe" (p), suppose 20 feet long, by 1 foot diameter, or any diameter you please; then subjoin again the Bramah's press to "the pipe at the end of which the Bramah's press acts," as he also states,—and for the sake of simplicity, let this Bramah's press (n) be supposed to be a cylinder exactly the same as the top one, 90 inches diameter and 10 feet stroke of the piston in it; and now we must go beyond our instructions, and add a short pipe to the bottom of the press, to descend into the water, say about 2 feet under the surface, with a valve at the bottom, to open and allow the water to be returned into the reservoir when the piston of the press falls, which water was forced into the bottom of the press to produce the "first motion," this valve being of course then closed. It may also be remarked, that unless this aperture or valve is large enough, in proportion to the press, to allow a free and quick egress for the water into the reservoir on the fall of the pistons, it would both retard the descent of the pistons, and abstract proportionably from the effect otherwise derivable from the descending column of water. This seems lost sight of. He goes on to direct—"fill the pipe and the cylinder with water," which shows that he intended the pipe to have a close bottom, and to communicate with the Bramah press by a smaller pipe, which I have not adopted. He continues,— "in the cylinder place a piston, as in that of the steam engine, and then attach a Bramah press, and a simple obvious contrivance, which the process will suggest, force the water up the pipe, the pressure of which will raise the piston." There seem to be three inconsistencies in this passage, which may proceed from oversight, in a hasty description of an arrangement not well digested or understood. Ist, if the piston requires to be raised, we must naturally conclude it is at the bottom of the cylinder, and if so, and the cylinder is to be filled with water, as he directs, the water above the piston must be ejected over the top of the cylinder, and lost, by



the rise of the piston, as he makes no provision for saving it, and we cannot but conclude he meant the top of the cylinder to be open. This I consider must be an oversight, and that he does not mean to have the cylinder full of water at the commencement, except up to the under side of the piston, which is then near the bottom of it; we will therefore take it so. 2dly, the next is "the simple obvious contrivance" in addition to the Bramah's press, to force the water up the pipe, and the nature of which contrivance I really cannot divine, that can be required beyond the Bramah's press; which is not a Bramah's press, unless it has appended to one end of it a small hand-pump to force the water into the press from an open reservoir of water for the purpose, and into which it is again returned by the discharge of the water from the press, upon the fall of its piston; and how this should be overlooked, which is in fact the *primum mobile* of the whole operation, by a person who understood Bramah's press, does indeed puzzle me, as all the power to be applied, or that can be returned, must first be exerted on the repeated and continued action of this pump. This also I must, until enlightened further by Mr. G., consider another oversight, as "with a Bramah's press" I know of no "simple obvious contrivance" which the process will suggest, "to force the water up the pipe," or that can be required, except to put one's hand to the pump, if that can be dignified as a "contrivance." The 3d is a perfect work of supererogation, as mentioned in my former letter, of having two Bramah presses where one would answer the purpose better; for, as we have before seen, he intended to have a bottom to the pipe, and if so, why not carry the bottom of that down into the water of the reservoir, with a valve at the bottom, and attach the injection pipe and pump to the bottom of this pipe, the bottom of the pump being in the water of the reservoir, and which would thus, with the top cylinder and piston, form a perfect Bramah press. I am afraid I cannot therefore retract the charge made in my last, that this proceeded from not understanding what a Bramah's press was. It is not my wish to be severe, but I must speak plainly to be understood.

Therefore, to constitute the Bramah's press, in our third and lowest cylinder, as he insists upon it so, we must add the pump (h p) in our diagram, which we will suppose of the diameter 1.414 inch, and as many decimals appended to these as will give the exact square root of two circular inches, which we will suppose as the circular area of the pump piston, to avoid calculation in reducing this to square inches—generally taken as the area; we must then give this piston a 20-inch stroke, or rise and fall, and adding to this piston a corresponding rod, with a handle at the top of it, by which the force from the hand can be applied in the direct line of its motion in raising and depressing it without the intervention of any lever handle, as I wish to simplify the operation as much as possible; this is placed, standing beside the bottom of the press, with the bottom of it in an open reservoir, and having a pipe, connecting the lower part of the pump, below the lowest descent of the piston, with the bottom of the Bramah press, below the lowest descent also of the piston in that; adding a valve to the bottom of the pump, opening upwards, to allow the pressure of the atmosphere on the reservoir, to raise the water in the pump as the piston is drawn up, but to resist its egress by the same way as the piston falls; with another valve to the connecting pipe, opening towards the press, to allow the water to be forced into the press, under the piston, but to prevent its return, as the pump piston rises.

You have now to draw a reservoir (a) in your diagram, below the bottom of the Bramah press, and do your water level in it to come above the bottom of the press and the pump, and level with the bottom of the piston of the press when at its lowest, and you may imagine any means you please of opening and closing the valve to the bottom of the press, which by the bye would be no joke to open and shut, if upon a large scale; but this is beyond the letter of our instructions—but to make them somewhat intelligible.

We are now in a condition to give the practical "demonstration of the first motion." Supposing, as we have before agreed upon, that the pistons are at their lowest place of descent in the top cylinder, as well as in the Bramah press, and that there is no water above the piston in the top cylinder, but that the water entirely fills the vessels from piston to piston, as well as under the piston in the press, and the pipe connecting it with the pump, as well as the pump, in which the piston stands at top, with the water up to it. Having closed the valve at the bottom of the press, we commence operations by forcing the pump rod downwards 20 inches, which  $\times 2$  circular inches area pump, gives 40 circular inches forced under the piston of the press at each stroke of the pump, of which it will require a repetition to the number of 24,300 strokes, which  $\times 40$ , the contents of each, gives 972,000 inches water injected, to raise the piston of the press and top cylinder 10 feet or 120 inches, which  $\times$  the area in circular inches also of the pistons = 8,100, gives 972,000 circular inches, contents of each. The time this would require, at 40 inches per second velocity of pump piston, or 1 entire stroke upwards and downwards in 1 second of time, will give 24,300 seconds, or 6 hours and 45 minutes to raise the pistons, which, I believe, the correct, but not very satisfactory "demonstration of the first motion."

If any one thinks I have here overstated the time required by a man for raising the piston in the cylinder, I only wish him *one hour's spell* at the pump, and I think he would call it rather "sharp practice;" and I doubt if the strongest man we had on the glorious field of Waterloo, where there were strong arms, as well as firm hearts, would not prefer standing such another day's peppering with ball and sabre, rather than be tied to six hours and three-quarters spell at the pump. They performed, however, a noble day's work, and I shall, for one, ever feel a grateful recollection of their service towards every mother's son who was there that day.

The column of water to be raised is 30 feet, increasing to 40 feet, or a mean height of 35 feet column, which  $\times 624$  lbs. the weight of a cubic foot of water, gives 2187.5 lbs., which divided by 144 will give the pressure on every square inch of the column = 15.19697 lbs., or = 15.93576 per circular inch, as before; which would give the resistance of the work done, not considering frictions, as follows:

Mean resistance in press  
at receiving aperture =  
11.93576 lbs. per circular  
inch  $\times$  8100 circular  
inches area piston  $\times$   
120 inches stroke ....  
= 11,601,558.72 lbs. raised 1 in. in 6 $\frac{1}{2}$  hours  
Mean resistance in pump  
= 11.93576 lbs. per circular  
inch  $\times$  2 circular  
inches area piston  $\times$  20  
inches stroke  $\times$  24,300  
strokes of pump = 1 of  
cylinder .....

This requires the force applied to the pump handle, besides the force required to overcome the frictions, to be 23,871.52 lbs., and the hand to move with a velocity of 40 inches, or 3 feet 4 inches per second, but only exercises this force in the downward stroke; in the upward there is only the resistance of the friction of the piston, and the column of water raised in the pump, which latter need not be taken into account, as it gives a proportionate assistance in the descent of the piston. The column of water at commencement of the operation stood 30 feet in the pipe + 10 feet in Bramah's press = 30 feet; and now stands at the end of the "first motion," 30 + 40 feet raised in top cylinder = 40 feet column, being all full of water, and the pistons now at the top of the Bramah press, as well as of the top cylinder.

He next proceeds to the downward stroke in the cylinder, and says, "Second—When the piston is raised, open a cock to discharge the water, and the piston will descend. This is the demonstration of the second motion, and is as complete as the motion of the piston in the cylinder or the steam engine, and a power is attained as effective as steam." To show where he proposes the cock to open, and that he there intended the water to be thrown away or lost (how inconsistent this may appear), except in the case following, where he gives directions for effecting the preservation of the water, we must proceed with our quotation. "The preservation of the water may in some cases be useful, and this may be done by a simple contrivance, viz. by making the cock discharge into a conductor, by which the water may be conveyed back at every stroke of the piston into the pipe at the end of which the Bramah's press acts."

It is evident from this that he intended this cock to open at the bottom of the top cylinder, and that he believed he could get the effect of the whole unbalanced weight of the atmosphere on the piston in its descent, and that it would not act at the aperture of the cock discharging into the conductor, but that it was the same whether he discharged the water at the bottom of the top cylinder, or at the level of the reservoir under the Bramah press, and this, I have no doubt, is the root of the fallacy, and a very unaccountable root it is, for a person at all conversant with hydrostatics, to graft a tree upon whose branches would speedily have spread themselves to every quarter

of the globe, had the root been sound, and even perhaps tempted some of our aerial engineers to try a flight to another planet, and Capt. J.—to try his luck in his submarine or "phantom ship," as I think she might perhaps be called, and in which he proposed to skim either over or under the sea—diving, like a great Leviathan, to elude the sight or shots of his pursuers, and rising when he pleased to take his lunar or solar observations, and enjoy the free breath of heaven.

To finish the diagram, therefore, as nearly as we can, according to Mr. G.'s description, we must suppose (as I think I have shown he intended) the cock to be at the bottom of the top cylinder; and to that also, I suppose we must add an open reservoir to receive the water from the top cylinder in the case, when it is to be preserved and returned to the pipe: these we will mark "cock," and "upper reservoir;" to the latter we must suppose he would add his conductor to take the water back into the pipe; but we must leave this till he gives us a better idea of it. Having thus, I believe, finished our description and diagram, we will proceed to the examination of the effect of the "second motion," with the arrangement for preserving the water.

We will first investigate a little more minutely what I have termed the root of the fallacy—by taking the pressure of the atmosphere upon the upper side of the piston now at the top of the cylinder, at something near its mean pressure, or = 34 feet column of water. I take the pressure in that fluid to render the explanation more simple, and as we are dealing with it also below, and to shorten our calculation, let us suppose the column of water raised in the press, pipe, and cylinder, from the level of the water in the open reservoir supplying the press, to the underside of the top piston, to be 34 feet column also—then the pressure of the atmosphere on the surface of the water in the lowest reservoir will exactly support this column of water up to the top piston, but cannot, from being balanced by its equal column of water, give any upward pressure under the top piston, which column of water it will not allow to descend unless the top piston falls with it, or air is admitted on the top of the water under the piston—therefore, at the commencement of the descent of the top piston, we have the unbalanced weight of the atmosphere, or = 34 feet column water pressing the piston downwards: let us now look at the state of things at the end of the stroke or descent of the piston, 10 feet, and we shall find the weight of the atmosphere on the piston still the same = 34 feet; but its pressure on the surface of the reservoir being now met by 10 feet less column of water between that and the under side of the piston, the upward unbalanced pressure of the atmosphere under the top piston becomes now 34—24 = 10 feet upward pressure; which being deducted from the pressure on the piston 34—10=24, the unbalanced force acting on the piston at the end of the stroke, or "second motion"—thus we see the piston commences its descent with a force = 34 feet column, and ends after a descent of 10 feet, with a force of = 24 feet column; which, taking the mean of both, gives 29 feet column, falling 10 feet, or 29 feet column  $\times$  10 = 290, as the momentum of the effect—which, we shall see, exactly corresponds with the force required to be exerted at the pump to raise the water, and which we have before shown, is equal to the column raised in the cylinder; the pump must now work with a force equal to raise a column from 24 to 34 feet, or a column of the mean height of 29 feet, raised 10 feet high in the cylinder, and as before 29  $\times$  10 = 290, the momentum of power or force applied to the pump, and exactly equal to the effect returned without considering frictions, which must always produce a loss by such an operation—so that as brother Pat would say, we "gain a loss" by our labour, in addition to the loss of time. It is quite clear, therefore, that Mr. G. must be labouring under the mistake of supposing he could get the unbalanced pressure of the atmosphere upon the piston in its whole descent, which is a mere delusion—as he can only get the effect of the column raised by the descent of the piston in any shape he can put it, and that with the loss of the frictions; and this is taking a better view of it than he directs, as we shall see. It is now only necessary to speak of what I call the suicidal part of this "simple contrivance," in destroying or throwing away so great a part of the power he has laboured to create, by his discharging the water at the bottom of the top cylinder by "the cock"—whereby he increases the resistance of the atmosphere under the piston, by the height from the lowest reservoir to the aperture of discharge of the cock; and as there is, in this case, only 10 feet column between the cock and the bottom of the piston, the unbalanced pressure of the atmosphere, under the piston, is now 34—10, or = 24 feet column upwards, while that on the piston being 34, leaves a force of = 10 feet downward pressure at the commencement of the descent of the piston, which entirely vanishes when the piston comes down 10 feet to the level of the aperture of the cock; so that the piston in this case descends with a force of 10 to 0, equal to a mean column of 5 feet falling 10 feet, giving 5  $\times$  10 = 50, as the momentum of effect by his method, or a loss from what might be obtained of 240 out of 290, or  $\frac{5}{29}$  part of the power expended—this is a hopeful way of giving power, when he thus throws away what he might preserve.

If Mr. G. did not calculate upon deriving his effect from the atmospheric pressure upon the piston in its descent, upon what else could he calculate as his power? The power of the Bramah press we have investigated in its operation during 6 hours 45 minutes "sharp practice," in raising the piston, but even this we might compound for, if he showed us a greater effect could be derived by the fall of the piston than the force expended in raising it, and we would at once admit that Mr. G. had done something, although the operation of the piston would be rather slow to supersede that of the steam cylinder; but we have already shown by a better method than he directs, that the utmost that can be derived by the power expended in raising the piston and the column of water under it, is as much as the weight of this column, so raised, subtracts from the reaction of the atmosphere under the piston, by its weight upon the reservoir communicating with the under side of the piston through the medium of the column of water. And to give Mr. G. every latitude so as not to cramp his invention, we will suppose the column raised to be any height, from one foot to a mile high if he pleases, and the same results will occur and he may also have the assistance of his "pressure syphon" (whatever that may be) in any way he pleases, and he will be obliged to confess at last, that "from nothing nothing comes," excepting always the trouble, loss of time, and loss of frictions, which you may call a paradox. If however, the column raised is higher than would be supported by the weight of the atmosphere, it would in that case require a double press or cylinder and piston, as I have here described them at top and bottom of the pipe, to obtain the return of the force applied minus frictions; but if he raised his column a mile high, his loss or waste of power, as he directs, would only be proportionately greater; the force expended to that gained would be in that case as 5280 to 10, wasting thus 5270 out of 5280 to obtain a remnant of 10, that is excepting where he thinks "the preservation of the water may in some cases be useful."

I am sorry to have so far transgressed, but I found, without a diagram, a great deal of explanation required that would have been otherwise unnecessary; and, certainly, I feel rather ashamed of having wasted so much time upon a subject, the merits, or rather demerits, of which, were so conspicuous—however, the fault lay with your brother editors, who have, not only from Maiden Kirk to John O'Groats, but from thence to Penzance, one and all I may almost say, blazoned the invention in their columns, without comment or question of its accuracy, and have thereby raised the expectations of many; and, as a penalty, I wish some of the correspondents of each, would inflict the punishment of such another letter as this, which, however, ought not to have fallen upon you, who are an exception in the case. I am, Mr. Editor, yours, &c. EDGAR.

#### TRADITIONARY FRAGMENTS OF MINING HISTORY, BY A CORNISHMAN.

##### CAPTAIN JOE.—CHAP. I.

At the epoch when the mining interest of Cornwall began to emerge from its native obscurity—when the treasures of Cornubia began to arrest the attention of the metropolitan capitalists—several of the Cornish captains were accustomed to make periodical journeys to London, for the purpose of selling to the best advantage such mines or mine shares, as fortune had thrown in their way; but which their local limited resources would not allow them to prosecute. Preparatory to these journeys, sketches of the different mines were taken—the limits of the respective sets—the positions of the several lodes—the extent of the various operations, and the nature of the kindly prospects, were described with all the accuracy which their limited stock of erudition would allow. These sketches, sets, and descriptions, were packed into their little travelling "bags" with as much care as if they really contained all the treasure which, as the barbers of the subsequent means employed, they contributed towards bringing into the face of day. To the honour of "faithful Cornwall," and the special credit of these captains, be it spoken, that, if they were occasionally mistaken in their representations, it must be attributed to error in judgment, their dealings being generally founded on the strictest principles of probity and

honour. Although we give the above as a general rule, we are free to admit, that like all other general rules, it might have had its exceptions; but whether the case which we are about to narrate falls under the rule, or the exceptions, we shall leave our readers to judge of by the sequel. Among these worthies was a captain to whom, for the purpose of carrying on his narrative, it will be necessary to give, if not a local habitation, at least a name, and whom, for want of a more appropriate appellation, we shall denominate Captain Joe. Now, although we have thought it convenient to give our captain a fictitious name, it must not be inferred that he was a mere airy nothing. Oh, no! Captain Joe was a person of some bulk, and note. He had solved the question "to be or not to be" a captain—had ceased the tutwork, and to take tribute—had not the borer beat, nor clenched the gad—had foregone the "tatie-party," the "figgy-hoggan," the "fish and tattie," and the "leaky-pie," and had been accustomed to taste the sweets of "count house punch," and dine on hot roast beef, long before: all of which, taken in connection, had tended very naturally to swell his bulk and consequence. We have heard of captains, in those days, charging the merchants a percentage on the materials, of their "overseeing," at so much per fathom with the tutworkmen, and at so much out of the pound with the tributaries; but the charges were, no doubt, generally false, and whatever his faults might have been, we believe that these by no means applied to Captain Joe; it so happened, however, from some cause hitherto unexplained, that he became a captain in the great Bal. To those of our readers, who are unacquainted with the mining districts of Cornwall, it may be necessary here to be more explicit as to the nature of the situation which Captain Joe now held, and to remark that to belong to the great Bal in Cornwall, is synonymous to having accepted the Chiltern Hundreds in Parliament; in other words, the being out of employ. Captain Joe was particularly fond of good cheer, and when the requisites necessary for keeping up his bulk were not to be had in the "count-house," and the choice lay between a light purse and a light stomach, he uniformly chose the former. He was one of that class who make their "breadbasket" their executor, and who would rather eat the calf in the cow's belly than net eat it at all; and, under these circumstances, it is not to be wondered at that his situation in the great Bal was by no means suited to his convenience. There was the Bal, indeed, but the 'count-house was wanting, the punch, the toddy, and the beef, aye, and what was of much more consequence, there was neither subsist nor pay-day. His intellects had always been considered of the obtuse kind. But hunger, says the proverb, sharpens wit, and Captain Joe was not long in becoming a man of observation. He perceived that several of his neighbours, Tom Capel, Mr. Musdell, and Captain Gorman, for instance, had been to London on business connected with mining; that on their return they invariably enlarged their operations in their respective mines, had even put on new ones; had purchased houses and lands; had become connected with the bank; in short, their circumstances were evidently considerably improved, and they must have made money there. In addition to this, an old friend, to whom Captain Joe had opened his mind on the subject, assured him that the streets of London were really paved with gold! as true Captain Joe, said his friend, "as that I'm going to catch that fly," clapping his hands together, and suiting the action to the expressions, he missed it however; but Captain Joe was by this time too much of a philosopher to reckon his friend's failure as an unlucky omen: in short, he had come to the conclusion that the paper sets of tin and copper lodes might be converted into gold in the metropolis. Of these sets some were available about his local habitation, for which he made instant application to the steward and teller of the "squire," and having obtained them, he gave them such flattering appellations as he considered most likely to arrest the attention of the "Londoners," accompanied with flaming descriptions of tin returned, copper are sampled, and profits realized from the old men's workings; nor did he forget to notice the immense dividends which were even then being realized by some mines in the immediate vicinity. But how to get to London? There lay the rub! His purse was all but empty, this was of little consequence of itself; as in addition to what his friend had told him of the golden pavements, he had a vivid recollection of reading the history of Sir Richard Whittington and his Cat. A story which went for much more in them days than now, and which had made such a glittering impression on his imagination as to assure him of gold, if he could but reach the metropolis; but then an empty stomach, by the way, what he did not like "to dream of in his philosophy." Necessity, however, is the mother of invention, and Captain Joe hit upon an expedient; he proposed a subscription among some of his old friends, promising them ample shares in the golden harvest, which he was so confident of reaping in London. This project succeeded and Captain Joe, considering himself master of funds sufficient for the journey, packed up his kit with a light heart, and it must be confessed, not a very heavy purse; but never mind said he, "it's all luck, and a cross-course in London may be worth as much as a centre." (Chapter 2 next week.)

#### RAILWAYS.

RAILWAYS.—Railroads, in ten years, will completely change the present order of things; they will extensively alter the relative value of property; but like improvements generally, they will have the effect rather to give importance to that which before had little, than to reduce that which previously was valuable; they will, in effect, lessen the cost of production by the increased facilities and rapidity of communication; they will bring the manufacturers and consumers together, equalising the value of land as well as its produce, while thousands of acres will be brought into cultivation, which otherwise could not have been made to pay Minerals which have been buried for ages in the bowels of the earth, by such means, will be placed in successful competition with that, which, by being more favourably situated, has hitherto exclusively supplied the market, and yet these are only a tithe of the advantages which the universal extension of railroads in England will assuredly bring in their train.—Sheffield Iris.

HATLEY RAILWAY.—It was at first intended to use horse power on this as is done on the Redruth railway; but the proprietors have since determined on using locomotive engines; and, in order to make a line fit for the application of such power, four inclined planes are to be constructed with fixed steam engines for drawing up the locomotive engines with their trains of waggons. The necessity of making a line connected with the inclined planes, that shall no where exceed such inclination as may suit the motive power, renders it needful to have long lines of deep cutting and high embankments across some of the valleys. Some hundreds of men are now employed in forming the line and constructing the needful masonry of arches to pass over or under roads, and culverts and archways for rivers and water courses. The embankment constructed near Tucking-mill is nearly sixty feet high, and has five perforations, three of them being arches for roads, and two for water courses. The embankment at Rosworthy Wood will be about fifty feet high, and will have two archways through it, one for the road, the other for the river. Many other embankments of less height, some of them very long, are now being formed. The intended bank at the valley near Redruth church will be the greatest on the line, but nothing has yet been done in this part. When the road shall be completed, the result of the change adopted by the proprietors—that is, from horse power to that of locomotive engines, which in this country is necessarily accompanied with inclined planes and fixed engines—will, it is hoped, tend to settle the conflicting opinions as to their comparative benefits on lines for general carriage; for, while it is contended, on the one part, that the cheapness of steam power will, even in these cases, render its adoption highly preferable to that of horses; it is, on the other part, contended, that although, abstractedly considered, steam power must be much cheaper than that of horses, yet that practically on such a road as this, horse power, which could be applied without inclined planes, would be the more beneficial both to the public and to the proprietors of the road.—Falmouth Packet.

LEEDS AND BRADFORD RAILWAY.—We understand, that the formation of a railroad from Leeds to Bradford is finally to be taken into the consideration of several influential gentlemen in Bradford. The benefits of the Leeds and Selby railroad, in the conveyance of wool, have been greatly felt in Bradford, and as the wool consumed in Bradford is for the most part conveyed from Leeds by waggon, the benefits would be very greatly increased by the formation of a railroad.—Hullfax Guardian.

THE LIVERPOOL AND MANCHESTER RAILWAY.—The following is an abstract of the half yearly report of the Directors of the Liverpool and Manchester Railway, made to the general meeting held on the 22d ult. The receipts for the half year are—

Carriage department .....	£50,437	3	4
Merchandise do. ....	21,631	1	4
Coal do. ....	5,466	11	4
	99,474		
Total expense, including interest, .....	51,514	6	0
Net profit for the six months .....	£37,660	9	10



A company is forming to connect together Newcastle, Gateshead, Shields, Wearmouth, and Sunderland, by railways not exceeding 16 miles in length.—*Aberdeen Advertiser.*

ARRATH.—No doubt is now entertained of the proposals for the Arrath and Forfar railway being speedily carried into effect. The spirited way in which the matter has been taken up here has realized the most sanguine expectations of its promoters. The subscriptions already exceed £25,000.—*Aberdeen Advertiser.*

PRESTON AND WYRE RAILWAY.—The first meeting of the Preston and Wyre Railway Company took place on Friday week, agreeable to public notice, under the Act of Parliament recently obtained. P. Hesketh Fleetwood, Esq., M.P., in the chair. The meeting was called for the purpose of appointing directors, and that being done the Chairman took occasion to congratulate the meeting on the comparatively trifling sum which had been expended in procuring the Act, and also that he had much pleasure in stating that the whole of the shares had been taken. He said that they had not thought it advisable during this session to endeavour to obtain an Act for the junction of the Preston and Wyre and North Union Railways; but it was determined to do so when the work on the line was in a state of forwardness. After some other remarks, the Chairman observed that arrangements had been made for the immediate commencement of operations to form accommodation for steamers and other vessels at the harbour, and also for forming and completing the line of Railway as far as Poulton. The company thought by adopting this course, advantage would be immediately taken by steamers and vessels with Irish produce, particularly with cattle, which, when landed, would be easily driven into the interior; or indeed other goods which would be readily carried from Poulton to Preston, and conveyed thence in all directions. This plan would bring a considerable revenue to the company during the time that the remainder of the line was finishing.—*Preston Pilot.*

LEINSTER AND MUNSTER RAILWAY.—A prospectus is in circulation of a railway from Dublin towards the province of Munster, for the present to terminate in the city of Kilkenny, to be denominated "The Great Leinster and Munster Railway." The extent of the line from Dublin to Kilkenny is seventy-three miles—750,000l. is the sum proposed to be expended, the estimated cost of its formation being about 10,000l. per mile. One half of this sum is to be borrowed from Government, and the other moiety to be raised in 8,000 shares, of 50l. each. The project has the sanction of the Duke of Leinster, the Marquesses of Ormonde and Headfort, the Earls of Carrick, Donoughmore, and Ossory, and of the principal landholders on the proposed line. A public meeting will be shortly held in Dublin, at which the Duke of Leinster will preside, to promote the object. A committee has been formed to make the necessary arrangements, and Matthew Barrington, Esq., has been appointed Solicitor. An application will be made to Parliament in the ensuing Session for a Bill for this purpose.—*Evening Packet.*

GREENWICH RAILWAY.—This enormous undertaking advances rapidly to its completion. It is calculated that by Easter next it will be so far advanced that the proprietors will be enabled to open it for the accommodation of the public. The line of road from the Halfway-house to Deptford is already perfect, with the exception of the arrangement of the rail on which the steam-carriages and the trains are to travel, which is not yet placed in its ultimate position, but which is completely prepared. The line of arches through Bermondsey to London-bridge, although of much more imperishable materials, has sprung up with the rapidity of mushrooms, and will in a few months, or even weeks, be nearly in a state for the purposes for which they are intended. The arches are continued across the Camberwell canal; the pier of one of them is in the canal, but no obstacle is offered to the navigation. The line from Deptford to Greenwich is commenced, and the workmen are proceeding with the greatest activity. There is no doubt that the whole structure will be finished within a much shorter space of time than the contractor has undertaken to finish it. At Deptford a pier is to be erected, and steamers are to ply for passengers; a temporary wooden pier is already stretched into the river, and it is supposed that this and the railroad together will in some degree restore the prosperity to the town of which the closing of the Dock-yard has deprived it. Several of the omnibuses, which will contain 24 persons each, are already on the railroad, and more are being built in the workshops of the company at Deptford. There are also several steam-engines already built.—*Times.*

#### TO CORRESPONDENTS.

We have received so many communications from numerous friends, that they must excuse the insertion of their letters; we give them this pledge, that all their suggestions shall receive attention—many of them will be acted upon.

A. Z.'s letter is an advertisement.

T. P. O. ought to know his letter would subject us to an action for libel; our columns are not intended as a vehicle for slander or libellous matter.

We can assure an enemy to fraud, if he will leave his name at the office, and we find his statement correct, it shall be published in our next number.

J. H. we beg to refer to the title page of our publication, and he will at once see that his communication is unsuited to our pages.

We this week give the prices of materials from one source: we hope, next week, to give them from others, so that a comparison may be drawn. Several communications we have received do not pass unnoticed. J. B. will understand us.

We have this week endeavoured to meet the wishes of two or three valued Correspondents, and refer to the alteration, as we also trust will be deemed the improvement, in our tabular matter, which, however, is not so perfect as we contemplated.

In reply to our Redruth correspondent, we have to refer him to the notice in our present number of the matter to which he refers, and while we thank him for drawing our attention to the subject, we would beg to suggest to him, as well as to other friends, that it is easy to find fault; their hints, if accompanied by amendments or communications, would be more highly acceptable.

A question was last week put to us by a practical man of how many sticks make a board? A quizzical friend at our elbow observed, there was a deal said about boards, but that he understood they were generally composed of an odd number.

Our endeavours to render the *Mining Journal* perfect has hitherto protected the time of publication; but having completed our arrangements, it will in future be published at an earlier hour.

#### WHEAL BROTHERS.

We really cannot understand the objection entertained by the Directors of this Company to allow publicity being given to the operations here. With the best wishes towards the concern, we cannot but feel it to be our duty to advert to any thing which approaches to concealment; it has been our province to wait on Mr. Harrison, as one of the Directors, and we regret that while we must admit the politeness with which we were received, that gentleman declined giving any information, further than that the accounts from the Mine were most splendid, but the Directors had come to a resolution not to give any official publicity to their proceedings at present.

## THE MINING JOURNAL

AND COMMERCIAL GAZETTE.

LONDON, September 26, 1855.

The utility and importance, to the mining interests, of the *Mining Journal* becomes daily more apparent, and we refer with pride to our columns of this week for corroboration. Not only does our correspondence increase, but it will be found to contain much original and interesting information. Gladly would we turn from the subject of the article in our last number did not the correspondence of the past week prove the propriety of the observations.

There is a degree of prejudice existing against the *Mining Journal*, which, we tell those who entertain it, will, if they mind not, militate against their own interests. It is the kindest feeling which actuates us in the publication of the *Mining Journal*, and very sorry are we to find that even those from whom we have a right to demand information, refuse it when courteously requested.

Perhaps at no time was mining, whether considered practically or scientifically, more interesting than it is at the present moment, from the discoveries made, and the attention directed to the various quarters of the globe possessing mineral resources. Let us, then, consider the nature of the information conveyed by our columns. Our first page contains advertisements announcing dividends (that pleasing word) payable, and the formation of new companies; and, indeed, the contents of the present number must prove to all those in any way connected with mining, that we are earnest in our endeavours to promote the success of the mining interests, while we can, and will, honestly discharge those duties which we have imposed upon ourselves.

We find friends and supporters where little were they to be expected, while it is even pleasing to us to contend with a prejudice which we must overcome, and, at the same time, establish those principles which require only a "*Mining Journal*" as an organ of communication.

The Correspondence not only directs attention to subjects associated with science, but affords valuable information with respect to the Gold mines of North Carolina. Railways, abroad and at home, Mining Intelligence, our City article, and columns of tabular matter, interesting to the capitalist, whether as connected with Mining or commerce, warrant us in predicting that the *Mining Journal* must succeed.

We shall, after this, avoid touching on the subject, and which, but for circumstances, should on the present occasion have given way to more useful and valuable matter.

#### THE FUNDS.

##### CITY.—FRIDAY EVENING.

Although an extraordinary dullness prevailed throughout the Stock Markets in the ten or twelve days preceding Friday, the 17th, it did not follow that a state of apathy must necessarily precede any general fall of prices; on the contrary, Consols and other funds remained decidedly firm, although exterior political circumstances were a doubtful character. The only exception to this was Spanish Bonds, which naturally declined to 36, on Saturday, the 12th, under the apprehensions arising from the ill-adviced proclamation of Count Toreno against the remonstrant provinces. Upon the whole the event has proved, that the Money Market, with no internal circumstances which would create any particular pressure, was awaiting the apparently uncertain course of political affairs in Spain.

Consols opened on Saturday, 19th, 93½ 91; touched 91½ in the course of the week, and close this evening, 91½ 91; omnium 4½ 4½ premium.

The more immediate causes of the rise of price, and firmness of British and foreign securities, during the week, have been: 1st, the receipt of a telegraphic dispatch from Paris on Monday, announcing that Count Toreno has at length been dismissed, and that the formation of a new Ministry, in strict conformity with the public opinion of the country, has been entrusted to M. Mendizabel, whose name, and previous character, are a sufficient guarantee that he will not betray the trust reposed in him—2ndly, it is now fully understood that the French Cabinet has prudently decided (according to the avowed popular opinion of Spain, and of all classes in England), to keep on good terms with both, and not to interfere with Spanish politics, by sending an army into the Provinces, on the French side of the Ebro. As to the mere verbal diplomatic intrigues of the French and Russian Ambassadors, the general opinion in the City is, that they will be drowned in the overwhelming current of public opinion in Spain.

Added to the general effect produced by this intelligence, a further impulse to prices, was given on Thursday, by the purchase of about £340,000 Consols, effected by the Court of Chancery, for account of disputed West India claims.

The more remote causes of the firmness of British funds, at the present high quotations, are these. The conclusion of the third abundant wheat harvest in succession, and the steady growth and development of the internal and foreign trade of the country. With the exception of the transactions in Spanish and Portuguese bonds, there seems to be a general disinclination to invest any considerable sums in continental securities, such as Dutch and French stock. The course of exchange, also, with foreign countries, has been rising since about May or June last; and specie begins to flow in from the Continent, or to remain here when imported from the United States and South America. The Bank of England and the bankers, are thus relieved from the apprehensions which had been excited in the early part of the year, by the continued export of specie; and the money market has, therefore, gradually returned to a sound and healthy state.

Spanish Cortes Bonds opened on Saturday 18th at 41½, and rose to 42. On Monday they improved to 44, on the receipt of the dispatch from Madrid, and declined again to 43½ on account of the severe check received by the queen's troops near Bilbao in action with the Carlists.

On the arrival of M. Mendizabel's address to the queen upon assuming the Ministry, the price again advanced; they reached 46 this morning, and leave off this evening 44½ 45.

From the terms of M. Mendizabel's address, it appears highly probable that a complete conciliation will take place in Spain between all classes, and particularly that the provincial Juntas will again resign into the hands of the general government the powers which circumstances had obliged them to assume. The Crown, chapter, and convent lands will be sold; a competition will take place with the monks, who are to give up their pretences of religious institution, and they will be provided for as landed proprietors; internal improvements will be immediately attended to by these means, and by the sales of land the industry of the country will be promoted, and confidence and public credit will go with them.

The most remarkable transactions in the Money Market during the week have been those in the shares of Railway Companies. The shares in the London and Birmingham, and those also in the Birmingham and Liverpool, (Grand Junction) forming a capital altogether of 5 millions, have changed hands freely at about £40 premium, per share. Greenwich Shares, (£20) have risen to £3 or £3 10s. premium.—Grand Western, in which large transactions have taken place, have been as high as £7 and close at £6 per share premium. In all these investments the great preliminary expenditure incurred in procuring their several acts of parliament, viz. £150,000 for the Grand Western, and £200,000 for the London and Birmingham are not regarded; nor is much attention bestowed upon the fact, that the sums paid must remain dormant until the railways are completed, the principal and strong inducement to purchase the shares being, that the establishment of a railway upon which passengers will travel at the rate of 25 miles an hour with greater safety than by stage coaches, and at half the price, will confer a virtual monopoly of carriage, the net profits of which must be very considerable, upon all the great lines of communication between the metropolis and the principal towns.

With regard to the amounts of nominal capital, which appear upon the prospectuses lately issued, the general impression seems to be that there is nothing in them which, by exceeding the power of the Money Market, can, for the present, cause any disastrous reactions, either in general credit, or in the prices of Railroad shares and other securities.

Although the nominal capitals are large, there cannot be any call for considerable sums of money until the several companies are incorporated by Act of Parliament, the subscriptions in progress upon each project being merely such as will enable them to pay legislative and other preliminary expenses.

Considering, however, the spirit of speculation now prevailing in shares and public funds of all kinds, and the creating of them, including the West India Loan, which have occurred within the last three years, the more cautious capitalists in the city appear disposed to lend their money at the present rate of interest, upon good and sufficient security, rather than to embark it in any investments while prices are excited, and while the spirit of speculation appears, on the whole, to be exceeding its proper limits.

The Markets close this evening as follows, viz.:

BRITISH FUNDS.		SPANISH CORTES, 44½ 45	
Consols, for money, 91½		Do. active, 1834, 42 ½	
Account, 91½ ½		Do. passive, 13 ½	
Exch. Bills, 18s. 20s. pm.		Do. deferred, 19½ ½	
Omnium, 4½ 4½ pm.		Do. scrip, 15½ 15 disc.	
FOREIGN FUNDS.		Portuguese do. 3 do. 88½ ½	
Belgian Bonds, 5 pr Ct. 101½ 102		Do. 3 do. 57½ 58½	
Brazil do. 5 do. 87½ 88		Columbian, 6 pr. Ct. 34½ 35	
Danish do. 3 do. 77½ 78		Chili, 6 do. 42 43	
Russian do. 5 pr. Ct. 107 ½		Pera, 6 do. 27½ 28½	
Dutch do. 2½ do. 34½ 35		Mexico, 6 do. 31 39	
Do. 5 do. 102½ 103			

#### LATEST INTELLIGENCE.

CALLINGTON.—23rd September.—The mines in our neighbourhood are not only looking well, but are yielding returns. Wheal Brothers is perhaps the most extraordinary instance of even the most sanguine expectations being exceeded. The circumstance of 3 men on Saturday last having brought up £500 worth of silver, will give you some idea of the "operations;" this, however, I suppose is no news to you in town. At

Wheal Sisters, they are active, there has been a want of exertion, they are now making up for it. Mr. Petherick has left us. They are getting on at East Cornwall and Redmoor. At Holmshush I am told they have £1,000 worth of ore to grass; we must not, however, believe all we hear, or else I should have much to tell you about this Treasury of the east.

ST. AUSTLE.—23rd Sept.—NEW ADVENTURE, situated to the north-east of, and adjoining St. Austle Hills, is likely to be prosecuted with energy. A steam engine to draw the water and stamp the stuff will be erected immediately. There is a very large and productive lode, which is thought to be the St. Austle Hills lode.

ST. AUSTLE HILLS.—The engine shaft is cut down, and preparations will be made to sink 10 fathoms.

CARN BREA MINES.—It was our intention, with respect to these Mines, to have given those details which have created so much interest generally, as regards others; but the Agent has stated that he will not permit the information to be afforded. We shall endeavour to put ourselves in a situation to obtain it next week.

REDRUTH.—The sale to day amounted to £18,338. 7s. The standard as you will observe continues favourable. We are turning out a good deal of stuff from the mines in this neighbourhood. Some remarks in your *Mining Statistics* last Journal require correction.

#### GAS.

We last week called attention to some new companies which had lately been formed for mining operations, rail roads, &c., to all of which we wish well, as their success is sure to be beneficial not only to those immediately concerned, but to the community at large; as it is now a well established, and indeed a solved proposition, that the advantageous employment of capital (labour) is beneficial to the world at large, but more particularly to the country first creating it. This week our advertising columns announce the establishment of a company of a different description, but one no less beneficial in its results to the community, or to those engaged in it. We refer to the ALLIANCE GAS COMPANY, a company established for the purpose of supplying Gas to the citizens of Dublin, where, it seems, only ONE Company is employed in supplying that extensive capital with that essential article; whilst in this metropolis there are no less than thirteen Companies successfully employed, and in every town in England where there are more than 70,000 inhabitants, two Companies at least find profitable employment. The Alliance Company, we understand, intend to make Gas of a very superior description, not only free from the common impurities of Coal Gas, but of a very high illuminating power, nearly resembling Oil Gas, though made from Coal, but which Coal produces a Gas that, by the usual modes of purification, one twenty-thousandth part of the impurity can be detected. By the evidence given last Session before a Committee of the House of Commons, and this session before Committees of both Houses of Parliament, it was proved by the engineer engaged by the Alliance Gas Company, that the light procured from this description of coal gave such an illuminating power as that 1080 cubic feet of gas was equal to 100lbs. of mould candles—the cost of the gas being 10s. 9d., whilst that of the candles was £3. 2s. 6d.; and this evidence was confirmed by one of the first gas engineers in London, as well as by a professor of chemistry of great celebrity, and indeed by all the gas engineers examined on the occasion. At the same time it was proved that gas from common coal required 3092 cubic feet, or 30s. 11d., to be equal to 100lbs. of mould candles. This is one of the improvements the Alliance Company intend, under the authority and sanction which they have received from the Government and the Paving Board of Dublin, to bring about, and from circumstances within our knowledge, we have full reason to believe they will accomplish fully the extent of their anticipations and promises. The gas intended to be supplied by this Company in Dublin will be similar to that used in Edinburgh, Glasgow, Perth, Dundee, and most of the Scotch towns, Liverpool and Manchester; and which is universally burnt in private houses. We have already mentioned the circumstance of Dublin having but one Company to look to for its supply of gas. Liverpool has two, Birmingham two, neither of which towns have much more than half the population of the city of Dublin; and by reference to our Share List, it will be seen that the Liverpool Old Company's shares of £100 sell for £305, and the New Company's £60 shares sell for £105. The Birmingham Old Company's £50 shares sell for £100, and the Birmingham New Company's £50 shares sell for £98. We have been induced to go so far into this subject, as we intend occasionally to resume the subject of GAS LIGHTING, connected as it is with mining operations—on which head we think we shall have it in our power to afford some useful information to the public, and to the proprietors of gas works and coal owners generally—alike useful to all; and we therefore invite parties connected with this branch of science to favour us with their suggestions and observations.

#### MANUFACTURE OF GUNPOWDER.

The following description of the nature and manufacture of gunpowder by an able chemist (Dr. Ure), will prove interesting. This explosive substance consists of an intimate mixture, in determinate proportions, of saltpetre charcoal, and sulphur; and is better in proportion, every thing else being equal, to the quality of these ingredients. The nitre, in particular, ought to be perfectly refined by successive crystallizations, and finally freed from adhering water, by proper drying, or by fusion in iron pots at a regulated heat. Nothing can surpass, in these respects, the nitre prepared in the Government powder mills at Waltham Abbey. It is tested by adding to its solution in distilled water, nitrate of silver, with which it occasions no perceptible opalescence. The sulphur ought also to be of the finest quality, and purified by skimming or even sublimation, if at all necessary. The charcoal should be newly made; it should burn without having any sensible residuum, be dry, sonorous, light, and easily pulverized. The charcoal for gunpowder is made either of alder, willow, or dog-wood, the latter being preferred—which are cut into lengths and ignited by iron cylinders. It deserves notice that the proportion of powder used for the several pieces of ordnance by the Navy, &c. has been reduced one third, in consequence of the increased strength of the composition into which this cylinder charcoal enters compared with that manufactured formerly from charcoal made in pits. The wood before charring is carefully stripped of its bark. The three ingredients, being thus prepared, are ready for manufacturing into gunpowder. They are first separately ground to a fine powder, which is passed through proper sieves, or bolting machines; and secondly, they are mixed together in proper proportions. These do not seem to be definitely determined, for they differ in different establishments of great respectability, as is shown by the following table:—

	Nitre.	Charcoal.	Sulphur.
Royal Mills at Waltham Abbey	75	15	10
French, for war	75	42.5	12.5
— for Sportsmen	78	12	10
— for mining	65	15	20
Chaptal's proportions	77	14	9
Chinese ditto	75.7	14.4	9.9
Mr. Napier's ditto	80	15	5

Thirdly: the composition is then sent to the gunpowder mill, which consists of two edgestones of a calcareous nature, turning by means of shaft on a bedstone of the same nature, which give no sparks, as sandstone would be apt to do. On this bedstone the composition is spread, as moistened with as small a quantity of water as will, in conjunction with the revolving stones bring it into a proper body of cake, but not of paste. The line of contact of the edgestone is constantly preceded by a scraper, which goes round with the wheel, constantly scraping up the cake, and turning into the track of the stone. From fifty to sixty pounds are usually worked at once in each mill wheel. When the cake has been thoroughly incorporated, it is sent to the corning-house, where a separate mill is employed to form the cake into grains or corns. Fourthly: here it is first pressed in a hard firm mass, then broken into small lumps; after which the grains are executed, by placing these lumps in sieves, on each side of which is a disc of lignum vitae. The sieves are made of parchment skins, perforated with a multitude of round holes. Several such sieves are fixed in a frame which, by proper machinery, has such a motion given to it, as to make the lignum vitae runner in each sieve move round with considerable velocity so as to break the lumps of the cake, and force the substances through the sieves, forming grains of several sizes. These granular particles are afterwards separated from the finer dust, by proper sieves and reels. Fifth: the corned powder is next hardened, and the rougher edges taken off, being revolved in a close reel or cask, turning rapidly on its axis. The vessel somewhat resembles a barrel-churn; it should be only half-full each operation, and has frequently square bars inside, parallel to its axis, and the polish by attrition. Sixthly: the gunpowder is now dried, which done generally by a steam heat, or by transmitting a body of air lightly heated in another chamber, over canvas shelves covered with the dry gunpowder.



## MINING STATISTICS.

## REAL DEL MONTE.

1824. Original shares 500}	1000 at ...£400 each	£400,000
1826. Created add... 500}		
1828. Ditto November.... 680.....	150 .....	102,000
1829. Ditto August..... 827.....	60 .....	49,620
1830. Ditto February..... 1638....	45 .....	74,610
1831. Ditto February..... 2000....	30 .....	60,000
— Ditto December..... 5500.....	10 .....	55,000

11,665 ..... £741,230  
Cancelled.... 79

1835. Created in June 11,586		
and July 11,586		
quarter shares, 2,896½	18 .....	52,137
equal to .....		
14,482 & ½		£793,367

Averaging about £54 : 16s. per share.

Raised on Loan Notes or Bonds at 13 per Cent. interest per annum :—  
Issued in June, 1827..... £50,000  
February, 1828..... 80,770

£139,770  
Interest and Bonus at 13 per Cent.  
per annum to 31st Dec. 1835, } 136,040  
say £18,000 per annum .....

£275,810

This last amount, with accumulating interest at £18,000 per annum from 31st December ensuing, till paid, has a prior lien on the mines, and must be paid in full before the shareholders are entitled to any dividend.

In addition to the shares and money raised by Loan Notes, as per preceding statement, the entire returns of the mines from 1824 to 31st December, 1834, amounting to about 1,580,936 dollars, as per Directors' Annual Reports, have likewise been expended on the undertaking; and it is now expected that the amount last raised by quarter shares, together with the future produce of the mines, may cover all expenses until they are brought to a productive state. When that period arrives, the Company will be entitled to all the profits of Count Regia's Mines, until their late advances, made to the extent of about £700,000, say £140,000 sterling, is paid off. That once effected, Count Regia will be entitled to 2½ parts of the profits of the mines until the remaining advances of the Company for the mines are fully liquidated, when Count Regia will have 11 bars (¾ parts) of the mines and the net profits thereof, the Company retaining ¾ parts (13 bars), and the management of the mines in perpetuity, subject of course to the charges of support and management in the first instance, and subsequently to the liquidation of the Loan Notes, amounting with interest and bonus to 31st December ensuing, to £275,810 sterling, as above stated, together with the accumulation, at the rate of about £18,000 per annum, until all is paid off, when the 13 bars of Count Regia's mines will become the property of the shareholders.

## WHEAL ELLEN.

This mine is situate in Portown Vale, in the parishes of Illogan and St. Agnes, the extent of the sett on the run of the lodes being about a mile. There are 12 lodes, underlying north, at an average inclination of about 7 feet per fathom. Besides these there are an immense number of small veins which traverse in all directions in the north part of the mine, and yield very rich grey ore, and malleable copper. These veins are so numerous, that in a former working of the mine a large excavation was made from the surface for working the whole of the ground through which they run, but the undertaking was abandoned at about 20 fathoms depth, in consequence of the ground frequently falling from the sides of the excavation, occasioning many fatal accidents, and greatly impeding the workings. The adit is 6 fathoms deep, the deepest level 58, but on only 3 lodes are there any workings below 21 fathoms in depth. There are 22 shafts. The number of pit-workmen 80, tributaries 150, and surface-labourers 40, besides about 100 boys and girls, chiefly employed in dressing ores. The engine is of 70 inches cylinder, and would drain the mine to three or four times its present depth. The monthly produce of ore is about 200 tons, and is on the increase. This mine is a consolidation of two concerns formerly worked under the names of Wheal Basset and Wheal Music, and which have recently been resumed by a spirited company of Cornish Adventurers, who have laid out upwards of 10,000*l.* on the undertaking. We are pleased to learn that although the resumed working of the mine commenced but 15 months since, it is already yielding a sufficient quantity of ore to meet the current expense. The pursuer of the mine is H. Williams, Esq. Banker, Truro, and the management is confided to Capt. William Boudry, of St. Agnes.

## EAST POOL.

With respect to our observations of last week on the drainage of this mine, we are requested by a Correspondent to observe that during the summer of 1834, the drainage was effected by East Wheal Crofty, to a certain level; Carnbrea, and Wheal Agar having little or nothing to do with it; that during the last winter she began to fill, which prevented the operations being carried under the level above alluded to: the engine, however, being "put to work" as stated in our last report, the mine is now dry, and the operations are resumed with prospects that have seldom been equalled.

## WEST WHEAL TOLGUS.

In addition to our remarks on West Wheal Tolgus, in our Journal of the 12th instant, we have to observe that the bottom level west, has lately been very productive, and that it still wears a promising appearance. It may be also worthy of remark that a shaft has lately been sunk on the Treloweth estate, about three quarters of a mile west of the present operations, where a lode of a very promising appearance has been discovered, and which, from its near and parallel course with that of Pearce's Quarry is supposed to be one of the North Roskear lodes. The shaft is now about eight fathoms from the surface, and the lode about a foot wide, producing some good stones of ore. About a hundred fathoms south of this there is another lode, which has just been opened on the back, and which is very kindly, consisting of a regular and beautiful gozan about two feet wide, and which is probably the East Wheal Crofty north lode, from which the principal returns of that rich adventure are now being made: there are also several other lodes in that part of the sett.

## WORK PERFORMED BY THE FOLLOWING STEAM ENGINES IN AUGUST, 1835.

Wheal Vor ..	Borlase's Engine ..	80-in. ..	single ..	81,649,828
ditto ..	Trelawney's ditto ..	80-in. ..	ditto ..	58,111,593
ditto ..	Western Engine ..	53-in. ..	ditto ..	50,583,091
ditto ..	Caerleon ditto ..	45-in. ..	ditto ..	48,151,883
Great Work ..	Leeds Engine ..	60-in. ..	ditto ..	66,715,263
ditto ..	Wheal Breage ..	60-in. ..	ditto ..	52,139,103

THOMAS RICHARDS, Engineer

(To be continued.)

## PROCEEDINGS OF PUBLIC COMPANIES.

## MINING CORRESPONDENCE.

## FOREIGN MINES.

IMPERIAL MOCABAS.—Cocos, June 28, 1835.—Since our commencement on the veins at the Antonio Dias Mine, we have extended on them for about 16 fathoms, and the greater part of the stuff broken from them has been washed over the skins, and has produced about 9 oz. of gold—Portuguese standard. The samples taken from these veins during the last ten days have not been so promising as had been previously stated to you, but the lode is still large and very kindly; we have a sufficient number of hands employed here to keep the whim working night and day. In the shallow Adit we have cut a lode which is about 4 feet big, it is kindly, and shows gold in the batea, but is poor. The calculation stated in Report No. 6, of the distance that remained to cut the lodes in this level, was to the first lode, 17 fathoms, and which proved to be very near the thing, being cut in about 16 fathom 4 feet, and to the main lode it was about 32 fathoms. The present lode is cut at about 7 fathoms short of that distance, but in Report No. 16, we stated that having cut the iron mica slate some fathoms sooner than we expected, we thought the distance to cut the lodes would not be so great as we first calculated, as it was our opinion that they would follow the dip of the iron mica slate; but from our cutting the first lode at the distance mentioned, it is likely that this is not the

case, or at least but in a very small degree, consequently there remains 7 fathoms further yet to drive to cut the main lode. The ground in this end at present is a hard mica iron slate. In M'Donnell's 21 faths. level we have not been able to complete the plat, from the timber lately supplied not being of the necessary dimensions; but we have driven a cross cut, and cut the Sena Velha lode; since which we have been extending east on the course of it. We find it very promising, but hitherto have not discovered any thing worth mentioning. At the Manuel Felix Mine we continue rising on the vein mentioned in last report, but all the samples taken from it have been very poor; after holding this rise to the Manuel Fortado, we intend to recommence sinking the winze on the course of the same vein, which at the commencement from the bottom of the level gave us very good samples, but in the present bottom of the winze is very poor. At the Bandeira Mine the lode has again that unsettled nature which has been repeatedly stated to you, so much so that it is almost impossible for us to follow it through all its windings and turnings; the samples taken from here lately have been all poor; the ground in the end at present is hard, iron mica slate. In Halfeld's shaft we are sorry to say the ground has again become hard, consequently our progress is slow. In Oxford's Shaft we have not yet cut the upper lode, although more than the ground first calculated has been expended; this we expect is from the underlie of the lode not forming so great an angle from its perpendicular as we first expected; we are, however, hourly expecting to cut it, as the ground in the present bottom of the shaft has very suddenly changed to that nature which is generally close on the hanging wall of the lode, viz. iron mica slate intermixed with decomposed quartz. It has been stated that we hoped to continue sinking this shaft without the assistance of timber, but that which we considered to be firm ground, on going through it, is now become to look very dangerous, and we think it will be necessary for the security of the shaft, and the safety of the men's lives, to timber the whole of the ground gone through, and to do this it will be necessary to call your attention to the subject of a letter written to you on the 13th instant. Our supply of timber at this moment is very scanty, and scarcely sufficient for our underground works, therefore there is none yet on the mine for our heavy machinery, pumps, &c. which, together with the sawing mill, will consume an immense quantity of this article. The little engine for Walker's shaft is in a very forward state, and we hope that its completion, and getting up the water, will not exceed the time put on it six weeks. We have recommenced working at the Sena Velha; our intention is to sink this shaft or winze on the course of the lode until it reaches the same level where Oxford's shaft will intersect it, which will be about 120 fathoms on the underlie or declination, and at every 10 fathoms deep to drive off levels east and west, and sink winzes from one level to the other; by which means, in our opinion it will be an utter impossibility for any veins or ariferous ground to escape us, and will also effectually ventilate the workings from Oxford's Shaft; but to do this it will be necessary to carry the shaft large enough for a small rail or tram road, to be laid down for the greater facility of getting away the stuff. The waggon will be worked by a horse whim on the surface. On driving on the second lode at the Antonio Dias Mine it has become very poor and unkindly, we shall, however, continue our exertions here as a great deal of virgin ground lies before us. Pope's level has remained idle in consequence of the illness of our Englishmen. The ground in the deep adit end continues to be violently hard. We are happy to inform you that we have succeeded in clearing the water course from end to end, and by which means considerably increased the supply to the mine; by a measurement made to-day we find the quantity of water to be 1350 gallons per minute, and the water still running over the head weir at the tank. The roads to, and in the woods, are under repairs, 10 blacks and a fester have been appointed to this work. The raising of the dam of the Preza Grande proceeds vigorously; the materials collected for this work are well calculated for it—some of the stones which are already laid being upwards of two tons weight. We have not lost sight of the necessity of getting up the stamping mills, and shall do so as soon as we can determine on their proper situations. We are of an opinion that the veins of Antonio Dias have not yet been sufficiently tried to warrant the erection of any for the express purpose of stamping the stuff from them.—JOEL HITCHENS—F. HALFELD.—T. TRELOAR.—J. HITCHENS.—J. GILBERT.—W. VIALS.

MEXICAN MINING COMPANY.—Mr. Kurtz's report on the working of the mines, Soledad, S. Antonio, S. Francisco, S. Emigdio, Jesus Maria, Rosario del Monte, Rosario del Sur, and Sombones Poder de Dios et Esperanza, during the months, April, May, and June, 1835.—Soledad. The production of ores from this mine during a long space of time, has sufficiently proved that some can yield ores of a middling key in large quantities. The state of the mine, when, shortly after Mr. Obici's arrival here, it began to be worked carefully and uninterruptedly, was such, that only the hope of the happy conclusion of some of the principal trial works could animate us to work it with activity. In my reports I have spoken extensively and clearly about the condition it was in at different periods; but although they may be sufficiently known, I do not consider it superfluous, on account of the importance of the subject, to point out again as concisely as possible, the former and actual state of this mine. The circulation of air was restored, the levels secured, which served as roads for the extraction of the ores; the lower workings were cleared without, however, ascertaining the quality of all the former workings, notwithstanding the trouble taken to do so. The Adit St. Miguel was cleared and timbered in order to use the same as a drain, and to get the extraction of ores and halvans cheaper, which, although not quite finished, is very near its conclusion. In the level Encarnacion, where the direction and inclination of the last testera can be best observed, I commenced the most important trial in this mine, on the cross cut Encarnacion, and at last with many difficulties the vein was met with, but containing few ores. The hope of getting more and better ores by the working of a level towards the north, induced me to continue this trial, work of so much importance. The want of circulation of air which we experienced in the course of this work obliged me to suspend it, and nothing else was left to avoid this evil but to begin the working of the cross cut, St. Jose, which is situated above the level Encarnacion, in order to examine the said vein. The cross cut, St. Jose, was already commenced and in 1827, after having been driven 32 varas in a wrong direction, which the former miner had given it, the hope of ever reaching the vein was given up. In the upper workings I had also opportunity of observing with accuracy the direction and inclination of the testera; and the result was that I did not find any alteration in all the points where I measured it. I began hereupon the continuation of the cross cut, and after having driven it 68 varas long, under changes of good and bad prospects, which often augmented or diminished my hopes, I reached the happy period for which I had longed during a series of years, viz. the northern continuation of the lode of Soledad met with on the level of St. Jose with the same quality of ores as those we had taken away before the testera; the width of the lode has been cut through for 2 varas, without having reached the respaldo alto. I am glad of this occurrence, not only because I have fulfilled my duty as miner, but also because such good prospects for the welfare of the company have been opened thereby, which they could never before anticipate from the mine Soledad. By this happy circumstance the solution of the greatest difficulty that could take place, viz. to have found out the lode in the northern fields, we have obtained the means of examining the value of this mine; and is it not now a justifying hope, a modest wish, to find the northern lodes in the same favourable condition as was the case in the southern lode? From the entrance of the mine until the last testera only a small part of the lode contains no ores, viz. that in the trial work below Encarnacion, called Candelaria, but which seems now to finish, and to become rich in ores; and such being the case I may, without saying the least untruth, draw the attention of the directors to the best prospects for the future. Hereby I avoid the responsibility of not having shown the danger which may arise when the works in Soledad discontinue, that the future miner may perhaps reap the benefit from one or the other workings, which are partly concluded, and partly near their conclusion.—2. S. Antonio. The principal trial-work of this mine, viz. the cross cut, Las Animas, to find the vein again, approaches more and more its conclusion, and if the present softness of the rock continues, it may be determined within two or three months, whether the working of St. Antonio shall be continued or not. The small vein in the pit of Guadalupe, with an inverted inclination, continues without undergoing any alteration. 3. S. Francisco, S. Emigdio, and Jesus Maria. A cross cut driven for 49 varas towards the respaldo bajo cut the vein in the Banco real (the division between St. Emigdio, and St. Francisco), and upon closer examination we found that the ores had not been taken away formerly, in a northern direction, down to the sole of the cross cut. In driving a level to the south on this vein, we reached another testera behind which, according to my calculation, we shall meet the vein again in the course of a few weeks. From the upper workings we can judge that no other testera will be met with here in a distance of 250 to 300 varas. Want of workmen in these last months was the cause; the trial works, and also the extraction of ores, did not go on so rapidly as would have been the case otherwise. Several of the workmen from Capulapam, working in St. Emigdio, left as soon as the

working in Naturidad commenced. I had to suspend a working which was to serve to circulate the air in the lower workings of St. Francisco, from the above cause, and which was very near to being concluded. The clearing in Jesus Maria was continued in order to get to the lower workings, and to connect them with the lumbeera, and in the course of them large pillars with good ores were met with. My observations regarding the danger of suspending the works in Soledad, may likewise be applied to those mines, with the only difference that the same may be much more certain and proximate here than there.—4. Rosario de la Cruz. The necessary timber work to secure the mine as well as the workmen, and in order to introduce the European manner of taking away the ores, are concluded. The workings with ores have augmented and improved, and ores are found in the sole, and in the northern and southern workings. If the several veins which form this lode, and which all contain more or less ore, were to unite, the consequence would be a large and cheap extraction of ores. This is an expectation which may be verified every day; but even without this circumstance the mine gives good prospects. I have abandoned the workings on the deposit of ores called St. Isabel, owing to its great inconstancy.—5. Rosario del Sur. By the driving of the level, S. Miguel, we met the vein behind a small testera, but with very few ores, the key of which is not yet known; but we shall soon know if the mine merits being continued with. The ores above the level S. Miguel have all been taken away, so that the mine is without production of ores. Some trials were made in Guadalupe (the northern continuation of Rosario), but were suspended at the time the production of ores ceased in Rosario, in order not to augment the loss in that mine.

The Adits Poder de Dios and Esperanza were worked during a short time, the former however more than the latter, because its object of reaching the vein of Soledad cannot be far distant, and the northern continuation of that vein recommends Poder de Dios to be driven as quickly as possible. A. T. KURTZ.

YATEZIL, 21st July, 1835.—I beg to enclose you the duplicates of my reports of the 14th and 15th inst. since which the lode in the mine S. Francisco, in the Obra Banco Real, has been cut, an event which we were looking for with the greatest anxiety, and which in a short time must prove the truth of this mine, having formerly yielded in this very point of the lode many good and cheap ores. I do not lose a moment in giving you this intelligence, which must prove to you satisfactory, and, perhaps, inspire you with courage when most wanted. In saying thus much I beg to observe, that I do warrant nothing, but I give you notice of an event, which, in the opinion of your mining officer, Mr. Kurtz, is of the greatest importance. AND. ORCINI.

UNITED MEXICAN MINING COMPANY.—La Purisima Contracelo de la Merced, July 23, 1835.—The produce from this point has fallen off at the same time as the quality of the ore is not so good as formerly, but it still continues to be the best working in the mines. A frente to the S.E. has been opened on two narrow bands of fair ore. Frente de St. José has been commenced with some old workings. Frente de la Merced is advancing on some shreds of common ore. F. de San Juan Nepomuceno, some very rich shreds of ore have been cut amongst the Azogue comun, which is not very abundant. Twenty-four barmen are employed in la Purisima by day and as many by night. San Juan.—This is a cross cut from the middle to the upper body of the lode, distant about 100 varas from the divisional line, and on a level with the canones of San Juan and Animas. The reliz of the upper body was cut some years ago and the work suspended along with many others; it has been resumed lately, and there are now about 12 varas of the lode laid open, the appearances of the lode being very favourable. The work has been given to day at destajo at \$100 per vara, as it is intended to cut through the whole lode in this part of the mine in which the upper body is entirely unknown and untouched. San Cayetano.—Frente de Jesus contains a very fair quantity of azogue apollillado amongst the comun, and the general appearance of the lode has improved. A pozo is being opened on ores exactly similar to those of the Frente. The workings in S. Cayetano are now confined entirely to these two points, as the ores in the Pozo de S. Francisco Patrocinio and Luz were so poor as not to be worth even their picking. Ten pair of barmen are employed in S. Cayetano by day and as many by night. The Pozo de S. Pablo, the most advanced point in S. Cayetano is on a level with San Simon. La Cruz.—The contracelo, containing a considerable quantity of azogue comun, amongst which there are some good bunches of apollillado. The pozo lately opened in the Frente continues producing a small quantity of ore. In the original pozo 3 bunches of apollillado, together with some polvillos, are met with in the azogue comun which has been more abundant lately. Twelve pair of barmen are employed in La Cruz by day and as many by night. Las Flores.—Two pair of barmen are employed upon the body of La Cruz in the Crucero de San Juan Nepomuceno. The ores are best towards the south east of the contracelo where some few bunches of apollillado are found. No alteration has taken place in the Crucero de San Juan Nepomuceno; this has likewise been given to day at destajo, and at the same rate as San Juan, viz. \$100 per vara. Since the last report there have been five sales of ores contracted by the Busecos, amounting in all to \$15,756 : 4, of which one half, \$7,878 : 2, belongs to the mine. The amount of the two last sales has fallen far short of the others. The hacienda of San Matias, part of Barrera, and the hacienda of Sacramento have been supplied with ores; those sent to the two latter are rather poor. The large heaps of granizo en grena, in the patio of Santa Rosa, have been given to people who are picking them on their own account, the mine receiving one half of the ore produced. G. H. GLENNIE.

PENOLAS GOLD MINING ASSOCIATION, Aug. 16, 1835.—I last wrote you on the 13th June, to which I refer. Mr. Sadler intended to come out here at the end of last month to see into the state of the negotiation, to have the accounts made up, and to take out all the gold from the stamp work, but unfortunately he fell sick of a fever, and has been confined to bed ever since; last week I went to Oaxaca to see him and found him convalescent, but suppose he will not be able to pay me a visit for some time; from these circumstances I have not been able to send you a balance sheet for the half year ending 30th June, but shall send you one next month made up to the 31st July. On the 13th inst. I took the gold from the pans, which gave 3lb. 5oz. 12dwts. troy, and yesterday remitted it to Mr. Sadler; on the 5th June 2lb. 1oz. 2dwts. troy, were likewise taken from the pans; thus they have produced 5lb. 6oz. 14dwts. since our last total discharge of boxes and pans on the 14th April. Since then there have been ground 1200 cargas of ores, so that a good deal of gold must have remained in the stamp boxes, which shall be taken out as soon as Mr. Sadler can come to assist me. Immediately after I last wrote the rains commenced, and at present we have abundance of water for the stamp work. The ores I mentioned having been discovered at the Angustias still continue, and we have broken in on them on two points which lead into new ground, likewise here the ores up to their date, continue pretty good. Ores have made their appearance in another work, which I suppose to be the same as the above, and as this work is at a considerable distance from the other, it encourages me to think that the whole distance from one point to the other may give yielding ores. We are likewise carrying on a very important work which goes straight into the mountains from one of the lower levels, the vein is very hard, and contains a great deal of iron pyrites, which yield very little gold; the ground or country is soft, they therefore leave the vein in the piso or floor of the working and drive in the softer ground, until we may be so fortunate as to pass the pyrites and find good ore; the work costs from 3 to 4 dollars per week; for these last there have been brought from the Angustias 284 cargas of ore, there are on hand at the mine some 140 cargas, and at the stamp work about 30 cargas. In Guadalupe there are still two people at work, who continue to find some ore of a poor quality, but as it is so near at hand, and the ore easily ground, they leave some profit. I have finished the drawings of the Angustias mine, which shall be forwarded together with some specimens of ores by the first opportunity. Y. Q.

June 29, 1835.—Since I last had the honour of addressing you on the state of the mines of this district, nothing favourable has occurred; on the contrary, some of the former works have of late not proved quite so productive. The back of Buen Suceso is in the lower vein, our working branching off partly on the vein to the south, which has a northerly direction. The latter vein will shortly be abandoned. We intend continuing our works on the lower vein which is the widest and has the most favourable appearance; it is not very hard, but as we are obliged to work rising, the progress is arrested more than if we were to drive or sink. The extraction of ores from this point was 71 cargas, of which a small quantity was got from the vein to the south. The classes of ore were 1 cargo of fourths, and 70 of ordinarios. The work just mentioned will be continued in order to examine the vein more to the east, and another rise will be commenced in the end of San Felipe at the point close to the cross cut of San Martin, No. 1, where the vein was first discovered. The vein in the end of San Felipe is 24 varas wide containing but little ore; appearances, however, are so favourable that I expect shortly an increase of produce.



There were extracted 180 cargas of ores composed of 2 cargas of seconds, 214 of thirds, 23 of fourths, and 1334 of ordinarios. The end of Guadalupe was discontinued in the first week of the month owing to the intense heat at that point, also because an almost rectangular vein crossed the one we were working upon. The vein is rather more than 2 varas wide, composed of quartz mixed with some azogues. It is probable that the cross vein just mentioned appertains to that of the San Andres, and on which the cross cut, No. 2, to the south is driven. The vein has not been heaved above a vara; beyond the heave the vein appears favourable, and in consequence of having stopped the workings in the back of Guadalupe the air became cooler, allowing to commence again the driving on the said vein. In the upper end of La Cruz some common ores and "Petlanque" (richest ores) make their appearance in a very narrow vein, I hope this vein will improve and become wider, and of such good produce as is known to exist deeper than this point. In the third week of the month, we at last were able to communicate the winze, No. 2, of San Francisco with the level of Dolores. I instantly commenced working the end of Dolores as being one of the most interesting points of the mine. There were driven 1½ varas, but as the vein inclines greatly to the south, we have not been able to work it in its whole width; the vein is wide, very hard, with some indications of common ore. The quantity of ore raised during the month has been 10,967 cargas. In the bottom of San Felipe I commenced a rise which appears favourable; the ores are of the same description as those in the ends, but as the vein is hard and our barreteros not likely to work rising, I am obliged to have the work done in some parts by tutwork. On the other side of the cross cut behind San Martin, I commenced a winze in order to communicate with the workings of Guadalupe; at that point better progress is made, and the produce is not inconsiderable, the cross cut is 3 varas long, the communication I hope will be accomplished during this month. The bottom, No. 3, of Buen Suceso is nearly taken away. I valued the existing ores there at the beginning of this year at 2060 cargas, whereas 3625 have been extracted, which leaves a surplus in favour of the mine of 1625 cargas. The workings of San Clemente are in a productive state, and though the bottom is not very abundant in ores, the quantity produced by the rise is not inconsiderable. All the smaller veins at that point it will be advisable to work upon a parallel so as not to avoid any ores remaining unextracted. *Milaneza and Urista*.—In Milaneza shaft 60 varas of timber have been replaced, so that this shaft may be considered secure for some years to come. Besides the foregoing work, the levels of El Aire, San Francisco and San Andres have been kept clear, which of course has occasioned some expense. The amount of the weekly memorial has been 1994.5 dollars. *Macias*.—We have not as yet been able to finish the footway, the ground being so soft in the upper part of the mine at that point. I expect to finish this work during next month. The total expenses were 647 2/4 dollars. *Tiro General*.—There is another new work commenced which is an end from the cross cut of Chocados to the west on a vein, and I hope soon, to be able to give a report favourable on the prospects of this vein.

J. SHUCHNART.

**ANGLO MEXICAN MINING COMPANY.**—June 20.—Three herramientas have been employed 2 days on the contratiendo of San Carlos; they have extracted about 20 cargas of ore, worth 5 marcos per monton. The buscones have extracted 180 cargas of ores, and sold their part for \$620 4. —June 27. There have been 4 herramientas employed by day only on the contratiendo of San Carlos, on ores; they have extracted 20 cargas of ores, worth 5 marcos per monton—no discovery made. There has been no sale of buscones this week. The cross cut of Jesus Maria has been driven by 8 men at 2½ varas, at \$40 per vara. —July 4. Four herramientas have been employed by day only in the labor of San Marquitos; they have extracted 50 cargas of ore, worth 5 or 6 marcos per monton. The cross cut of Jesus Maria has been driven by 8 men at 1½ vara, at \$40 per vara. The buscones have extracted 173 cargas of ore, and sold their part for \$626 3. —July 11. Labor of St. Marcos has been worked by 6 herramientas by day only; they have extracted 80 cargas of ores worth 6 marcos per monton—no alteration. The buscones have extracted 180 cargas of ores, and sold their part for \$378 1. —July 18. Labor of St. Marcos has been worked by 6 herramientas by day and night; they have extracted 100 cargas of ores, worth 6 marcos per monton—no alteration. The buscones have extracted 100 cargas of ores, and sold their part for \$405 5. The cross cut of Jesus Maria has been driven by 8 men at 2½ varas, at \$46 per vara.

*Guatemala, July 23.*—I beg to hand you inclosed duplicate of my last of 18th June. Since then, I am sorry to say, I have no favourable alteration to notice in any of the mines, and of some the appearances are not even so encouraging as then. —*San Lorenzo*. The ore ground then noticed continues, and, for any thing that appears, is in maize; but the quality is not what we at first expected from it, and the consequence is, that it yields but a scanty supply of beneficial ores. As, however, this occurs in a frente driven with other objects, they may be said to cost nothing but the expense of clearing and freight. Apozo has been commenced on this ground, in which, as far as it has gone, the same ores continue. —*Rosario*. The vein has deteriorated, and as there is no convenience for working it dry, it has been suspended until the rains are over. —*Jadua* continues poor; the neighbouring vein will be examined a little before we commence the cross cut named in my last. In none of the others does there seem any change. The preparatory works at Esperanza are going on briskly, and I suppose in a month or so we shall be able to make trial of some ores that are in the immediate vicinity of the shaft. Various accounts lead me to entertain some hopes of this mine.

A further sum of \$720 2 1/4 has been received on account of San Bernabé; and also \$4266 5 1/4 from Mellado.

**UNION GOLD MINING COMPANY.**—Accounts have been received, bearing date 31st of August. Mr. Dixon had gone to the mines, and the arrival of the machinery was expected in a fortnight. The affairs of the Company were favourably progressing, and we doubt not that, in an early number, we shall be able to afford information of more interest, while we direct the attention of our readers to an article in the present number on the Gold Mines of North Carolina.

## ENGLISH MINES.

**NORTH CORNWALL MINES.**—19th September, 1835.—Since the date of our last report the engine shaft at Wheal Thomas has been sunk five feet; the ground continues as at that time. We think it advisable to continue the shaft deeper than the 12, perhaps to 18 fathoms level below the adit before we cut the lode by a cross cut; the eight fathom level west has been driven about two fathoms since last report, for the last six feet there has been no appearance of the lode in the end, it was heaved by a cross course; the lode at the present appears to be making regular in the end again. The east end having been suspended nearly the whole week, and the men have been put to rise against the whole bottoms, for the sake of having a fresh supply of air, and to ascertain the regular underlay of the lode they have gone up two fathoms. The old bottoms were sunk under the adit two fathoms, there we have put two men to sink to hole to the rise, they have sunk six feet, and have got a rich lode; they have had it this day six inches wide, very rich, and we expect to hole to the rise by the middle of next week. Wheal Thomas adit, end ground harder, driven two fathoms, lode poor. Wheal Slop adit end driven six feet; since last report the ground appears more favourable for lead.

JAMES GRAY.—JOHN FORBES, joint managers.

**CARN GREY.**—19th Sept. 1835.—Referring to my last, in which I informed you that we had some ground to cut down to, in the eastern end of our engine shaft, before we could get down the pumps so as to drain the bottoms, I have now to state, that we have cut down this week 14 fathoms, and calculate that we have about five more. It will be remembered, that this is only conjecture as to the exact depth sunk by the ancients, but it will soon be decided, as we are making every possible exertion to accomplish an object so desirable. In cutting down the ground referred to, we find the lode to be very good in this part; it is at least six feet wide, and the tin we have raised there this week will more than doubly pay the expense of labour, so that should the lode continue so good in depth, we shall raise tin fast. We have driven last month in deep adit 19 fathoms, that include 11 fathoms on the lode before named, which is still a promising lode. Minear adit has been driven 12 fathoms, and, in about 20 fathoms further driving, we shall have in this end a lode, which we have seen a little up at surface.

W. BROWNE.

**ROCKIE ROCK MINING COMPANY.**—21st Sept. 1835.—From Mr. Trestail.—We have considered it best to cut the pit at the 60 fathom level which we have nearly completed, so that we shall commence extending east and west on the south lode, at this level, in the course of the present week. Our quantity of tin will be increased this month. We calculate, at lowest, to have six tons, and it is the best quality the county produces. We also find our stamping mills, from the increased quantity of water, are able to do the work required of them; they are now in full play. The new winze, sinking from the 30 to 60 fathom level, produces good tin stuff, and the ground in the winze, sinking in the 40 fathom level is favourable,

though the tin branches are not rich. The 21 fathom level is in ground of promising appearance to be productive of tin. From the promising appearance of the north lode, east of the engine shaft, we expect shortly to set tribute for a considerable length in it, a party of tributors having offered to speculate thereon. In the other parts of the mine there is nothing that calls for any particular remark.

**BRITISH TIN MINING COMPANY.**—St. Austle, 21st Sept. 1835.—From Mr. Geach.—The ends in Osborne's shaft are improving; last week they were poor. The engine keeps the water by three strokes in one minute; the water is increased; the branch in the engine shaft continues good. At Campbell's shaft, for these several days past, we have lost the lode; at present, the eastern part is improved, but it is not so rich as it was. We have sunk the engine shaft four feet within the last week; the ground still continues troublesome. I was in hopes we should sink a fathom a week. The mills are some days doing two-thirds duty: the rain has been very heavy lately. Wm. Phillips and pairs end continue good at Glow Hill.

**NORTH CONSOLIDATED MINING COMPANY.**—21st Sept. 1835.—Eight men and four boys working the engine shaft under the 50 fathom level; no alteration in the ground this week past. Four men, driving the 30 fathom level north from engine shaft to cut the caunter lode; here the ground is very close and sparrey for driving. Four men, driving the 20 fathom level north from engine shaft, to cut the caunter lode; if the ground continues as it is now, we shall cut the lode in a short time. Four men, clearing the 40 fathom level, west from engine shaft. Four men sinking Tonkin's shaft, under the 10 fathom level, on the great lode; here the ground is still large, and we do not find it alter for the better nor the worse. Eight men, sinking Williams's shaft under the 10 fathom level; here the ground is as well as miners may expect from its situation. Two men, driving the 20 fathom level, east from engine shaft, on the great lode; the lode is still large, composed of large quantities of jack, and a small quantity of yellow ore. Four men, driving the 50 fathom level north from engine shaft, to cut the caunter lode; here the ground still continues speedy for driving. Four men and four boys clearing the 30 fathom level west from engine shaft; we have not found the end as yet. Three men stopping the back of the 40 fathom level, west from engine shaft, on the great lode; the lode is very large and coarse. Davey's shaft, as on our last report, is cleared down to water, and cannot clear away further as yet. The men have been at the surface this week, making a new whim round, at Williams's shaft, and putting up new whim on the same. Six men, driving the 10 fathom level east and west from Williams's shaft, on the caunter lode; here we find a little good yellow and black ore, with a large quantity of jack; and should the jack chance to wear out, and come into ore, we should soon have a good mine, which is not unusual in many copper lodes. Four men sinking a new shaft from surface between Williams's and engine shaft. Two men in a pitch at Hodges's shaft.

THOS. TIPPETT.

**REDRUTH UNITED MINING COMPANY.**—21st Sept. 1835.—In presenting our report we have to inform you, we are sinking the engine shaft slow, as the ground is hard; the lode large, with a small quantity of tin ore. The 32 fathom level, east of the engine shaft; the ground continues favourable, with tin ores in the lode. In the 32 fathom level, west of the engine shaft, we have seen good bits of copper ore the past week. The 22 fathom level, east of the engine shaft, lode two feet wide, with a small quantity of tin ore. The 12 fathom level, east of the engine shaft, lode two feet wide, at present poor. The 12 fathom level, west of the engine shaft, lode 12 feet wide, poor. The adit level, east of the engine shaft, lode three feet wide, with a small quantity of tin ore. Leman's shaft, about 28 fathoms deep, the lode continues large, but divided. We are down to water, and have put the men to drive west on the lode, at the adit level. We have 66 fathoms to drive to communicate to the adit, and east of the engine shaft, the west shaft 264 fathoms deep. Gooding's shaft 154 fathoms deep. At Buckett's, in Ashton's shaft, we have finished cutting the plot, and have set the men to work the shaft under the adit level, 3 fathoms, at 144. per fathom. The adit, west, towards Ashton's shaft, 324 fathoms, the two boilers are fixed in their places. The main beam of the engine is brought into the mine.

RALPH GOLDSWORTHY.

**NEW SOUTH HOVE MINING COMPANY.**—20th Sept. 1835.—I have much pleasure in stating, that the lode, west from the shaft, improves so much as to raise a hope, that in a short time it will be worth saving and dressing. The white iron, which is growing very abundant in the lode, continues silver; some men have been put to drive the lode east from Lifter Wood, as recommended by Mr. Hitchens, and in the ensuing week we shall shod on its back to the west.

J. P. BLENNERHASSETT.

**BRITISH COPPER MINING COMPANY.**—Great Wheal Charlotte Mine, 23rd Sept. 1835.—Our setting took place on Friday last, and you will see from the setting report, which you will receive by this day's mail, that we set all our tutwork at low prices; and, contrary to my expectations, not only all the new that we were prepared to set, but a great many old pitches on tribute. As the labourers did not commence working until yesterday, and many of them until to-day (not having their tools in order) the Directors will not expect a report on the appearance of the mine, seeing that no change could have possibly taken place since my last report, which was given in the early part of my last.

T. C.

27 Tributors at from 10s. 0d. to 13s. 4d. per 20s. for 2 months.

8 Almoners .. 4s. 0d. to 12s. 6d. .... 4 ..

**ENGLISH MINING CO.**—Gl. St. George.—19th Sept. 1835.—A discovery of considerable importance has been made at Wheal Prudence within a few days. On referring to the Tribute Setting Report of that mine you will find a pitch in the name of Stephen Roberts, whose old tribute was 13s. 4d., now 9s. 6d.; without entering into every particular, I would just remark that the tribute offered on setting day was 8s., this, however, was refused; and it was not until the morning upon which the report was sent off, and not even then, without great persuasions, that the two men now working the pitch were induced to accept the present tribute of 9s. 6d. On Tuesday last they cut into a certain part of the lode, which, quite contrary to their expectations, proved to be full three feet wide, hardly any thing but very good yellow ore, and so remarkably easy for breaking, that the two men and a boy have broken at least 10 or 12 tons since that day, and should the lode continue as it now is (but we cannot at all expect), during the two months for which they have taken, they will not get less than £100 to £150 per man. More particulars, which will be found very interesting, on Tuesday.

22nd September, 1835.—The pitch at the bottom of the 42 fathom level, Wheal Prudence, mentioned in my letter on Saturday last, continues as good as ever, and the men by this time have thrown up, at the very least, 20 tons of good yellow ore. The lode upon which this discovery has been made is one underlaying north, and was met with at its junction with the south, or main lode, on sinking between the 42 and 52 fathom levels. The discovery is most decidedly one of importance; for if the opinion entertained of its being Wheal Meadow lode be correct, advantages of a most incalculable nature may be the result, that lode at this part of the mine being completely whole to the surface. You of course noticed in the Setting Report last forwarded, a cross cut having been set to intersect the same lode at the 42 fathom level, opposite the engine shaft, which is about 12 fathoms further east. Within the last week it has been cut, and although not very productive, is, nevertheless, remarkably promising; and the ground between this and the good pitch will no doubt be wrought at a very fair tribute. I go underground here to-morrow, in the anticipation of certain arrangements, which will, I hope, tend ultimately to promote the interest of this (at present) promising little mine. With this exception, I have nothing of importance to relate, either as regards this or Great St. George mine, would therefore beg to refer you to the report of last week.

**ALMON COPPER MINING COMPANY.**—22nd September, 1835.—From Capt. Middleton.—Wheal Mithian engine shaft is sunk under the 10 fathom level 4 fathoms 6 inches; find the ground harder than usual. The lode in the 40 fathom level, west from engine shaft, is still very large, impregnated with copper ore, muddle, &c. The lode in the 40 fathom level east from engine shaft is 54 feet wide, producing large and good stones of ore. The lode in the 30 fathom level, east from engine shaft, is 3 feet wide, producing stones of ore. Wheal Liberty engine shaft is sunk under the 47 fathom level 10 fathoms, 4 feet, 6 inches; the lode is just come into the shaft, its size is about 2 feet wide, impregnated with yellow ore throughout, of the first quality. The indications of this lode promise at this level and below large returns. The lode in the winze, under the 47 fathom level west, from engine shaft, is 3 feet wide, producing 34 tons per fathom, worth 16 per ton. The lode in the 47 fathom level, west from engine shaft, is 15 inches wide, poor. The lode in the 47 fathom level east from engine shaft is 18 inches wide, producing half a ton per fathom. The lode in the 47 fathom level, east from engine shaft, in the caunter lode is 18 inches wide, producing two-thirds of a ton per fathom. The lode in the 40 fathom level, west from the cross cut on the north lode, is 18 inches wide, still producing stones of ore. The lode in the 40 fathom level, east from engine shaft, is 2 feet wide; ore. The lode in the winze under this level is 18 inches wide, producing half a ton per fathom. The lode in the winze under the 40 fathom level, west from engine shaft, is 15 inches wide, still producing a kindly spar and stones of ore. We are looking well.

**EAST WHEAL STRAWBERRY MINE.**—21st September, 1835.—In driving the adit south from Trewithen lode (east of Roberts's shaft), we have cut the "capels" of the great stopes lode, containing copper ore; the ground being hard will prevent us from getting into the main part of the lode very speedily, but we anticipate a satisfactory result on our doing so, from the very favourable indications which have already presented themselves. We are, although the water is increasing, and without the aid of steam-power to drain it, continuing the sinking of Groust's engine and winch shafts. All the metallic parts of the steam engine are not delivered here, but we have nearly fixed what we have received.

WM. PETHERICK.

**SOUTH WHEAL LEISURE MINE.**—17th September, 1835.—Pursuant to your instructions we beg to hand you our report on the operations which we consider to be proper for prosecution of South Wheal Leisure mine, viz.:—To erect a steam engine of 45 inches cylinder on the engine shaft already sunk to the adit level (called Vice's shaft), with all possible dispatch. To sink that shaft below the adit level, in the meanwhile, to such depth as may be practicable in regard to driving the water by manual or horse labour, in order to gain time. To cross the ground in the south part of the sett, to lay open the lodes which are known to be therein, in order to determine on such proceedings as may be necessary for a trial of them. To erect forth with a small counting-house, smith shop, timber house, and other buildings, necessary for the scale of working at present recommended.

THOMAS PETHERICK.—RICHARD ROWE, Jun.

**SOUTH WHEAL LEISURE MINING COMPANY.**—St. Agnes, 17th September, 1835.—In handing the enclosed joint report of Captain Rowe and myself on the measures to be pursued in presenting the working of the South Wheal Leisure mines, I take leave to add an observation or two on the lode which has been opened on at the adit level, under which you are aware it has not yet been seen. This lode has been driven on at that level a considerable distance in a western direction from the valley. It is two by three feet big, regular and kindly, and is principally composed of a very promising gozzan, interspersed with copper, blende, &c. I have the satisfaction of being able to give my opinion (which I believe I hold in common with some competent and respectable mine agents who have inspected it,) of the undertaking as being a decidedly favourable one. There are other lodes in the sett, which there is reason to consider to be of importance, which are proposed to be laid open previous to further operations being determined on.

THOMAS PETHERICK.

**PERRAN CONSOLIDATED MINES.**—Bosigo House, Sept. 21, 1835.—Since my last report, every thing has gone on satisfactorily, and the first lead lode, which I mentioned as having been cleared up to in the adit, has been also cleared in to the eastern end, in which I reported there was some lead in sight, a sample of which I sent Mr. Johnson to assay, the result of which you will probably receive before this comes to hand. We have driven nearly two fathoms in this end, and the lode has gradually improved. Captain Gripe saw it on Friday night, and considers the lode will produce about half a ton of lead to the fathom, and Captain Rowe saw it again the Saturday morning just before the men left their work to be paid, and he reports it fully equal to Captain Gripe, or rather better; the only thing he found fault with was the ground, which is not quite so hard as we could wish it, for it takes longer time to put in the timber than it does to drive the ground. Captain Rowe also succeeded in getting in to the western end of ground, but as it is not yet cleared out, he could not examine the lode properly, but considers that which he could see, equally as promising as the eastern ground. It may take a week or ten days more to clear the western level; I therefore expect, in about a fortnight more, we shall begin to throw up some lead from this lode. We have now cleared the adit into Goochman mine, and hope, in the course of this month, to get it properly cleared up to the old engine shaft, and if so, we shall effect it for 3004 or more less than was calculated on; in fact, the adit has proved to be in a much better state than was reported. On the whole, therefore, I have every reason to be satisfied with our progress and appearances. S. MOYLE.

**EAST CORNWALL SILVER MINES.**—Sept. 21, 1835.—I have now to inform you that the lode in Wheal Virgin adit is from two to three feet big, extremely promising, with silver throughout; of the produce generally as in our former reports. The back of this level, working by two men, continues good, the lode is three feet big, leader part of which is 10 inches wide, producing 40 ounces silver per ton of ore. Wheal Mexico.—The lode in the end is 10 inches big, of a very promising nature, with lead, copper, and silver, all saving work, and such appearances as to leave no doubt of nearing a rich course of silver. In the back of this level we are rising on a very kindly lode, 14 inches wide, all saving work. Wheal Emily.—The lode is one and a half foot wide, with lead, silver, &c. and very kindly. Wheal Georgiana.—The lode continues as in our last report, very promising. Wheal David.—The lodes north and south, driving west, are very kindly, and we are saving it as a marketable value. Gilbard's shaft is down 13 fathoms below the surface on this (Wheal David) adit, and we expect daily to hole, when we shall be in a position to force these (adit) levels more speedily, as heretofore.

J. MALACHT.

**REDMOOR.** Sept. 21, 1835.—In sinking Wilkinson's shaft, which is about 9 fathoms below the adit level, we have cut a branch about 6 inches wide, underlaying north about 6 feet per fathom, composed of tin and muddle; the ground in the shaft is favourable for sinking it speedily. The 10 fathom level, north of Johnson's shaft, the lead lode is just the same as on the 10th inst., but the great increase of water during the past week, indicates our being near the copper lode in that direction. At the old silver workings, the water is daily increasing, and I think that our progress there will be further retarded in consequence. In sinking Johnson's shaft, driving the 20 fathom level east of ditto, and extending at the adit level north on the cross course, there is no material alteration, and the men are giving satisfaction in the performance of their labour.

WM. PETHERICK.

**POLBREEN MINE.** 19th Sept. 1835.—I have much pleasure in stating that our several underground and surface proceedings are still progressing rapidly, and more particularly in sinking Stainby's and Thomas's shafts, the ground in each being of a very favourable nature, which, certainly, is of great importance. About the end of October we shall complete to adit the cutting down of Vice's flat rod engine shaft. The lode in the bottoms continue its size, 4 feet wide, with an improving appearance, having this week broke some excellent rocks of ore. At the deep adit driving west from Wheal Harriett; we have also a promising lode 18 inches wide, composing Muddle, copper and tin, mixed in what is termed peach and capel. The building of the walls of the engine-house and smith's shop is not quite finished, owing entirely to the unfavorable state of the weather during the last few days. On Tuesday last we sampled about 32 tons of ore, which we considered to be of a higher produce than our last parcel. We have now on the mine, belonging to the engine, the boiler and main beam.

RICHARD ROWE, Jun.

## MISCELLANEA.

**Molland Mines.**—The Copper Mines at Molland are about to be set at work again by a gentleman of large property.—*Western Luminary*.

**Discovery of an ancient Church in Cornwall.**—At Perranporth, Mr. Michell has recently removed the sand from the oldest church in the parish, which appears to have been overwhelmed by it, according to tradition, faintly supported by records, 500 or 600 years ago. This church is probably one of the most ancient ever laid open, and wants nothing to render it complete as when first erected except its roof and doors. The length of the church within its walls is 25 feet; without, 30; the breadth within, 12½ feet; and the height of the walls the same. At the eastern end is a neat altar of stone, covered with lime, 4 feet long by 2½ wide, and 3 feet high. Eight inches above the centre of the altar is a recess in the wall, in which probably stood a crucifix, and on the north side of the altar is a small doorway, through which the priest entered. The chancel was exactly 6 feet, leaving 19 feet for the congregation, who were accommodated with stone seats, 12 inches wide and 14 inches high, attached to the west, north, and south walls of the nave. In the centre of the nave, in the south wall, is a neat Saxon arched doorway, highly ornamented, 7 feet 4 inches high by 2 feet 4 inches wide. The keystone of the arch projects 8 inches, on which is rudely sculptured a tiger's head. The floor was composed of sand and lime, under which bodies were unquestionably buried, the skeletons of two having been discovered. It is very remarkable that no vestige of a window has been found, unless a small aperture of inconsiderable dimensions, in the south wall of the chancel, and which is ten feet above the surface of the floor, should be considered one; it must therefore be presumed that the services must have been performed by the light of tapers. Around this interesting building lie thousands of human bones exposed to desecration, the winds having removed the sand in which they were deposited.—*Western Flying Post*.



**Floating Island.**—This singular phenomenon has, during the past week, again made its appearance on the Derwent Lake, and is, as usual, exciting much curiosity and attention.—*Carlisle Journal.*

**Volcanic Remains.**—Among the old lava of Etna Dr. Portal discovered, in 1813, some specular iron ore, and recently Dr. Bendetto has found near the same place a mine of the same metal, disposed in large and thick laminae, containing groups of tetrahedral figures. The specula are very brilliant, and the lovers of natural history are much interested in speculating on these remarkable products.

**Firefly.**—Dr. Madden tells us that when the fire-fly of Jamaica is irritated, its phosphorescence is so strong, that in a dark room he was able to read some lines of a letter by holding the fly over the lines, and moving it along them.

**Increase of Steam Power in Cornwall.**—The gain in power of the steam engine will be found to have risen from 35,000,000 to 98,000,000, as will appear from the following data of the weight raised one foot high with one bushel of coals:—

1814. The best steam engine raised.....	35,000,000 lbs.
The average in Cornwall.....	20,000,000
1834. The best steam engine raised.....	98,000,000
The average.....	46,000,000

#### Mining Review.

**Supply of Tin.**—For some little time past, much anxiety has existed in the mining districts of this county, in consequence of an application by the tin-plate manufacturers to the Board of Trade for a diminution of the import duty on foreign tin. We believe that for the present this has been refused; but we fear that the terms in which that determination was couched were such as to induce the manufacturers to contemplate a similar application during the next session of Parliament. Now, notwithstanding an advance of the price of white tin from 75s to 85s per cwt. has very lately taken place, we have still a diminishing supply; and on an average of the county, we fear that the tin mines are little if at all more than paying their current costs. The diminution of the import duty would occasion the immediate substitution of Banca tin for Cornish refined tin in the tin-plate manufacture; and when we see that of 3900 tons produced by the mines in Cornwall and Devon in the past year, 3400 tons were consumed at home, we need hardly point out that the consequence of such a measure would be the stopping of almost all our tin mines, of which the return is about one-fourth of the value of the entire mining produce of Cornwall.—*Falmouth Packet.*

**Breakwater in Douglas Bay.**—We understand that a public meeting was held last week in Liverpool, for the purpose of taking into consideration the proposed plan for erecting a Breakwater in Douglas Bay. The meeting was numerous and respectfully attended; but owing to their not being a person from the island present, to explain the immense advantages to be derived by the shipping interest generally from so valuable an undertaking, the gentlemen separated without coming to any decision. This is a circumstance much to be regretted, as we are of opinion that had Sir William Hillary been aware of that meeting he would have attended upon the occasion, and have given such an explanation, as would have promoted liberal subscriptions from the wealthy merchants of Liverpool, towards the completion of this great national undertaking.—*Mon's Herald.*

**Royal Institution of Cornwall.**—On Monday the annual meeting of the members of the Royal Institution of Cornwall was held at the Society's Rooms, Truro, John Vivian, Esq., Vice-President, in the chair. The President, Sir Charles Lemon, would have presided, but his parliamentary duties detained him, after he had made all his arrangements for leaving town. The report appeared to give general satisfaction. A committee was appointed to consider the best mode of extricating the institution from its financial difficulties, and the following gentlemen were elected of the council for the ensuing year:—Sir Charles Lemon, Bart., F.R.S., President; Lord Boscastle, Rev. Canon Rogers, J. H. Tremayne, Esq., T. J. Agar Robartes, Esq., and J. E. Vivian, Esq., Vice-Presidents; H. Williams, Esq., Treasurer; Messrs. W. M. Twedy and J. T. Nankivell, Secretaries, with Messrs. Baynard, Dr. Carlyon, Hodge, Medley, Paul, Spry, Dr. Taunton, Twedy, John Vivian, and Warren.—Thomas Hawkins, Esq., of Sharpsham Park, Somersetshire, was elected an honorary member, and Mr. R. Thomas, of Mellinger in Perran, a worthy corresponding member. From both these gentlemen various contributions to the museum have been received.—*Cornish Paper.*

**Copper Mines of Cornwall.**—The importance and magnitude of the copper mines of Cornwall alone, may be gathered from the simple statement, that within the past ten years no less a sum than 8,053,263*l.* has been realized by their produce, amounting to 1,346,847 tons of ore; and it is a matter of notoriety, that there are mines now working, which yield from 30,000 to 50,000*l.* per annum profit to the proprietors.—*Mining Review.*

**Steam Navigation to India.**—The Sub-Committee of the steam fund have made a report respecting the cause of the lengthened passage of the Forbes to Madras, and of the delay of the other stages of the voyage to Suez. The delay in the voyage to Madras they find to be ascribable to the giving way of some stays fixed in the boilers to strengthen them; no blame in this is attributable to the engineer. They could obtain no satisfactory explanation of the diminished speed of the vessel, or of the non-embarkation of a sufficient supply of coal, to the bad quality of which the engineers impute the inferior rate of steaming of the Forbes on this voyage. The Committee acknowledge the result of their investigation to be unsatisfactory. Though they cannot pronounce "with any degree of certainty" that there has been mismanagement, "they have abundant reason to believe that justice has not been done to the vessel." They say, "From the inquiries we have made of all the individuals employed on this trip, there appears to be nothing in the voyage, either as regards winds or currents, to frustrate the permanent establishment of steam communication between Calcutta and Suez. Were the good anchorage at King's Island, on the Maldives, as mentioned by Mr. Woodley, or Mimico, available, no difficulty would exist. In fact, there is no part of the passage that might not be satisfactorily accomplished by a sea-going steamer of moderate power."—*Asiatic Journal.*

**Iron.**—It is not uncommon to case-harden rail-road plates, by casting them upon a piece of cold iron; this method, termed *chilling*, is more especially resorted to in the casting of cylinders for rolling metal, forge hammer faces, and common studies.

**Cast Iron.**—Sea water, by some unexplained process, so alters the nature of cast iron, that its cohesion appears to be quite destroyed. Cannon which have been fished up, after lying long in the sea, have been found converted through their substance into something resembling plumbago, and admitting of being cut with a knife.

**Post Office Steam Packets.**—The commissioners for inquiring into the affairs of the Post-office are now engaged in an investigation relative to the steam-packet establishments, and have directed their secretary, accompanied by a naval officer, to make a survey of the different stations, for the purpose of collecting information on the spot, and inquiring into the present system of management.

#### COMPARATIVE VALUE OF SHARES.

	Amount paid up, 1825.	Market Value, 1825.	Amount paid up, 1835.	Market Value, 1835.
Anglo Mexican .....	100,000	1,000,000	1,050,000	77,200
United Mexican .....	60,000	930,000	1,320,000	172,000
Mexican .....	100,000	260,000	340,000	17,200
Real del Monte .....	35,000	735,000	900,000	241,000
Columbian .....	50,000	850,000	470,000	110,000
	345,000	4,375,000	4,080,000	620,400

#### Mining Review.

**Safety Valves.**—Mr. Price, of the Durham glass works, has published a plate of a steam safety valve and chest, which has been in constant use for upwards of seven years, without accident. The following is a brief description of his apparatus: Instead of the common valve there is placed on the top of the steam-chest a cup, with an aperture for the steam to escape. In this cup a loose brass ball (weighted to the pressure the boiler can bear) is placed. When the steam rises above that pressure, the ball also rises, and allows the steam to escape through the waste. There is an elbow pipe connected with the steam-chest below the ball seat, which also enters the waste pipe. In this is a handled valve, by which the engineer can blow off his steam or regulate it. Let it be perfectly understood the ball cannot be weighted by the engineer; so soon as the steam rises above the safety pressure it escapes, and, when sufficiently blown off, the ball returns to its seat.—*Morning Herald.*

**Steam Navigation.**—The engines employed in steam navigation are to the extent of 11,045 horse power, varying in size of cylinder from 32 inch to 55 inches; the tonnage being equal to 26,880 tons, or about 2.37 tons to each horse power.

**Sub-Marine Communication.**—Mr. Deane, who has been success-fully engaged in raising various articles from the wrecks of the Royal George, Boyne, Hindostan, and several other vessels, appears almost to have accomplished a desideratum of great value to the nautical world. From the former vessel he has, since October last, raised 17 brass and 5 iron cannon. The total value of the former is estimated at upwards of 3000*l.*; and for the encouragement of his undertaking, he is allowed by the Government the whole salvage, only reserving to themselves the right of the first choice of purchase. The brass and copper utensils are not at all injured by exposure to the sea water, but the iron are, as might be expected, very much oxydized. On different pieces of coin which have been brought from the Boyne the inscriptions are perfectly legible. The rope in several instances appears very little injured by the action of the water. Some months since Mr. Deane was employed in raising the Endeavour, a sloop trading between London and Leith, which foundered with a valuable cargo of copper, the insurance on which was paid by the underwriters. After having lightened her, he succeeded in raising her to a short distance, by placing empty casks in the hold, and then towing her for a distance of six miles, she once more emerged from beneath the ocean, having been upwards of four months below the surface, and, after a few necessary repairs, was able to resume her station as a sailing vessel, and is now actually re-engaged in the trade. The inventor is now also engaged in raising a vessel recently sunk off Tynemouth, laden with stone. The value of his invention has been latterly shown in many instances, such as examining the bottoms of ships, and finding anchors, surveying the state of the piers at London-bridge, cleaning the gates of the London Docks from rubbish, fitting a sluice piece on the gates of the East Country Dock, &c. It is projected to form a Company for the purpose of employing his apparatus in the Coral, Pearl, and Sponge Fisheries.

**Mine Accident.**—On Thursday, the 17th, a miner fell into a winze to the depth of six fathoms, at East Pot Mine, by which accident he has had several of his ribs broken, and received several bad bruises. He is said to continue very ill, and, from the symptoms, it is supposed that a splinter of one of the ribs has pierced the lungs, or produced some other internal injury.

#### FROM THE LONDON GAZETTE,

Tuesday, Sept. 22.

#### PARTNERSHIPS DISSOLVED.

G. Bond and F. Gale, Glastonbury, Somersetshire, surgeons.—D. James and J. Phytian, New Bond-street, milliners.—J. Wilson and Co., Cross Hills, Yorkshire, linen-draper.—F. W. James and Son, Liverpool, hop-merchants.—Williams and Wilson, Liverpool, bookbinders.—J. Johnson and W. Dyson, Leeds, spirit-merchants.—Carpenter and Selmes, Heme Jay, Kent, carpenters.—J. Viney and Co., Tottenham-street, Fitzroy-square, timber-merchants.—Holland, Jackson, and Co., Birmingham, glass-merchants.—L. Houghton and G. F. Gaubert, Chancery-lane, law-bookellers.—R. Parsons, Taunton, and J. Ferratt, Yeovil, Somersetshire, tanners.—H. Gilbert and W. H. Taylor, Norwich, surgeons.—B. and A. Lawley, High-street, Southwark, watchmakers.—M. Jones and H. Davison, Rainsgate, jewellers.—W. Tebb and J. Humphreys, Manchester, boot and shoemakers.—Davis and Jones, Bolton-le-Moors, Lancashire, timber-merchants.—Henderson and Blake, Everton, Lancashire, schoolmistresses.

#### BANKRUPTCY ENLARGED.

Morgan Williams, Neath, Glamorganshire, linen-draper.

#### BANKRUPTCY ANNULLED.

William Bates, Lower Shaw-hill, Yorkshire, merchant.

#### BANKRUPTS.

James Warwick Buckland, Union-road, Albany-road, Old Kent-road, British plate-manufacturer, to surrender Sept. 30 and Nov. 3, at 12 o'clock, at the Bankrupt's Court. Solicitor, Mr. Reeves, Furnival's Inn, Holborn; official assignee, Mr. Belcher.  
Joel Bailey, Southampton, hatter, Sept. 30 and Nov. 3, at 1, at the Bankrupt's Court. Solicitor, Mr. Walker, Southampton-street, Bloomsbury; official assignee, Mr. Abbott.  
Robert James McEntire, Belfast, Ireland, merchant, Oct. 6, at 1, and Nov. 3, at 10, at the Clarendon Rooms, Liverpool. Solicitors, Messrs. Taylor, Roscoe, and Turner, Bedford-row.  
George and Thomas Pearson, Newcastle-upon-Tyne, Linford, Durham, and Houghton, Northumberland, paper-merchants, Oct. 13, at 11, and Nov. 3, at 1, at the Bankrupt Commission Room, Newcastle-upon-Tyne. Solicitors, Messrs. Swain, Stevens, and Co., Frederick's-place, Old Jewry.

#### DIVIDENDS.

Oct. 13, J. Gilbert, sen., Woburn, Bedfordshire, innkeeper.—Oct. 14, W. E. Kirkpatrick, Lime-street, merchant.—Oct. 13, J. Doyle, High Holborn, metal such-manufacturer.—Oct. 14, P. and W. Squire, Southampton, Devonshire, linen-draper.—Oct. 24, S. M. Stabia, Fenchurch-street, wine-merchant.—Oct. 24, J. Brudenell, Fenchurch-street, broker.—Oct. 16, J. Newman, Upper East Smithfield, slopseller.—Oct. 29, J. Shields, Bridge-road, Lambeth, wire-worker.—Oct. 29, T. Moffatt and J. Brown, Goswell-street, blue-manufacturers.—Oct. 30, J. Watkins, Old Kent-road, victualler.—Oct. 29, J. Wells, St. James's-place, St. James's-street, tailor.—Oct. 30, H. M'Intosh, Cambridge, tailor.—Oct. 16, W. Fuller, jun., Beckenham, Kent, carpenter.—Oct. 15, G. Green and A. Lynn, Golden-lane, Barbican, leather-sellers.—Oct. 15, C. Bevan, Great Portland-street, Marylebone, glass-dealer.—Oct. 15, W. Ashkan, sen., Elington, Derbyshire, surgeon.—Oct. 26, W. Ellis, Portsea, timber-merchant.—Dec. 3, T. Frost, Plymouth, ironmonger.—Oct. 17, T. Richards, Manchester, corn-merchant.

CERTIFICATE to be granted, unless cause be shown to the contrary, on or before Oct. 13.  
R. Garbett, Wellington, Shropshire, builder.

#### SCOTCH SEQUESTRATIONS.

Thomas Collier Walker, Dundee, commission-agent, Sept. 25 and Oct. 12, at the Royal Exchange Coffee-room, Edinburgh.  
Methuall Young, Greenock, merchant, Sept. 25 and Oct. 16, at the Tontine Inn, Greenock.

Friday, September 25.

#### PARTNERSHIPS DISSOLVED.

R. G. Wilkinson and R. R. Wilkinson, North-street, Gosport, attorneys at law.—D. Piper and J. Piper, Lower Green, Speldhurst, Kent, butchers.—S. Oldham and J. Oldham, Hoxley-hill, Ashton-upon-Lyne, Lancashire, shopkeepers.—G. Mason, W. D. Mason, and H. Richardson, Barnsley, Yorkshire, linen-manufacturers.—W. Shepherd, E. Hextable, and F. Tirrell, Edmonton, Middlesex, waterproof-manufacturers.—A. Barthes and T. Brunel, 41, Crutched Friars, London, wine merchants and commission agents.—W. Ballard and W. J. Ballard, Watford, Herts, butchers.—R. Parr and M. Greaves, Swan Inn, Dudley, Worcester.—J. Greenwood and J. Greenwood, Ravens Wharf, Dewsbury, Yorkshire, ale and porter brewers.—H. W. Ward and J. Robinson, jun., 26, Seething-lane, Tower-street, London, wine, beer and spirit merchants.—G. Lyon and S. Werrington, J. Branch and T. Branch, Liverpool, auctioneers and appraisers.

#### BANKRUPTS.

P. Campbell, Jerusalem Coffee-house, London, master mariner, shipowner, and merchant, to surrender Oct. 7, at 12, and Nov. 6, at 1, at the Bankrupt's Court. Solicitors, Messrs. Spencer and Compton, 65, Aldersbury; official assignee, Mr. Lackington, 84, Strand, White-church-street.  
Caleb Bason and Thomas George Bason, Strand, victuallers, Oct. 2, at 12, and Nov. 6, at 1, at the Bankrupt's Court. Solicitor, Mr. Fawcett, 44, Jewin-street; official assignee, Mr. Pennell.  
Emilia Edwards, Kingston-upon-Hull, common-brewer, Oct. 6 and Nov. 6, at 11, at the George Inn, Kingston-upon-Hull. Solicitors, Messrs. Willis, Watson, Bower, and Willis, Tokenhouse-yard, Lothbury, London; and Mr. Woodley, Hull.  
Samuel Lorymer, Bristol, brewer, Oct. 7 and Nov. 6, at 11, at the Commercial Rooms, Bristol. Solicitors, Messrs. White and Whitmore, Bedford-row, London; and Messrs. Bevan and Britton, Bristol.

#### DIVIDENDS.

H. Swan, 2, Great Knightbridge-street, London, money scrivener, Oct. 16, at the Bankrupt's Court, Bishopsgate-street.—E. Rawlings, Bentley, Kent, tanner, Oct. 16, at the Bankrupt's Court, Bishopsgate-street, London.—H. C. Ransell, Winchester, glass dealer, Oct. 16, at the Bankrupt's Court, Bishopsgate-street, London.—W. L. Grace, Kew-champ, London, orange merchant, Nov. 13, at the Bankrupt's Court, Bishopsgate-street.—H. W. and M. Sandy, Crane-court, Fleet-street, scrivener, Oct. 16, at the Bankrupt's Court, Bishopsgate-street.—R. Stamper, Tottenham, Camberland, drover, Oct. 2, at the Globe Inn, Cockermouth, Cumberland.—J. Duffie, Bridge, Kent, grocer, Oct. 26, at the York Hotel, Margate.—S. Huddleston, Manchester, saddler, Oct. 17, at the Commissioners' Rooms, St. James's-square, Manchester.

#### COMMERCIAL INTELLIGENCE.

On the whole there has been an average business transacted in the markets for colonial produce since this day of August, and owing to the public sales not being large, there has been but little done by private contract.

The Coffee market has shown but little business, and no variation can be quoted in the prices of either British Plantation, Ceylon, Brazil, or Mocha, the only kinds which have been in the market.

TEA presents nothing whatever for remark.

SUGAR.—No effect upon prices in the Sugar market has been produced either by imports or communications, and the full prices of last week have been the quotations of the present. The market for British Plantation has however become very quiet. The sales of the week do not exceed 2000 hbls. Mauritius, Siam and Bahia have secured full prices at public sale. Refined Sugar has become very quiet.

CINNAMON.—First quality (in hbls) 7s. 6d. to 8s. 6d. seconds, 6s. 4d. to 7s. 6d.; fourth, 5s. 1d. and broken, 4s. 3d. to 6s. 6d.—Nutmegs, 7s. 6d. to 7s. 6d. per lb.—Pepper, white, 13d. to 18d.; black, 5d. to 5d.—Rice, Bengal, 11s. to 14s. per cwt.—Currants, 6s. to 7s. per cwt.—Raisins, Muscatels, 6s. to 9s.; Sultanas, 3s. to 3s. per cwt.

PROVISIONS.—At last week's prices the buyers have purchased Irish butter very sparingly. The arrivals continue large, which together with the still continued rain operate much against the sale, the dealer expecting that prices will be lower on board there has been nothing doing. The Foreign market has assumed a better appearance, there has been a fair business done, at higher prices than were paid last week, and the supply has been by no means large; English of fine quality has sold steadily at unvaried prices, whilst Scotch has been in good demand, at higher rates. Bacon is unaltered in value, the demand continues extremely limited. Lard has met with a better sale, and fully previous rates paid. Hams have sold on a more extended scale, at previous rates. The Scotch egg-trade is dull, and prices are lower. The market for British provisions has assumed a better aspect, the stock of articles under this denomination is less than it was last year, by 400 tonnes India beef, 1500 trs. mess ditto 1300, ditto, India pork, and 3000 barrels mess ditto. The export demand for barrel pork is now extensive, 5000 barrels have been shipped to Spain alone, and it is fully expected that the same quantity will be required in a month or six weeks. The consumption of mess beef and pork has been large from the commencement of last season, the 10th November to this time, and have been 3000 trs. India beef, 7400 trs. Mess ditto, 3150 trs. India pork, 30,000 barrels mess pork. Scotch pork has sold freely at higher prices for the inferior sorts. In foreign cheese there is no alteration.

#### CORN EXCHANGE, LONDON, SEPT. 25.

We have a fair supply of WHEAT this week; the trade is, however, very firm, on quite as good terms as on Monday. In BARLEY, BEANS, and PEAS, there is no variation in value, and owing to the shortness of the arrivals, OATS obtain quite as good prices. In other articles no alteration.

Wheat, ... p. Qr. 34s to 47s	Malt, ... p. Qr. 30s to 60s	Oats, ... p. Qr. 18s to 20s
Rye, ... 30s to 34s	Peas, ... 30s to 35s	Barley, ... 14s to 16s
Barley, ... 25s to 33s	Beans, ... 25s to 30s	Pollard, ... 14s to 16s
Rapeseed, ... 43s to 47s per Last	Clover Seed, ... red 40s to 45s per Cwt.	Ditto, ... white 35s to 40s do.
Ditto, ... 43s to 45s per Last	Mustard Seed, ... wh. 5s to 6s per lb.	Ditto, ... brown 4s to 5s do.
Caraway Seed, ... new 50s to 54s per Cwt.		
Coriander Seed, ... new 12s to 14s do.		

Town made, ... 32s to 33s	FLOUR, per Sack.	Essex & Suffolk, on board, ... 30s to 32s
Seconds, ... 30s to 32s		Norfolk and Stockton, ... 30s to 32s

#### AVERAGE PRICE OF GRAIN, per Quarter.

Wheat, ... 37s. 6d.	Barley, ... 30s. 6d.	Oats, ... 21s. 6d.	Rye, ... 31s. 6d.	Beans, ... 35s. 6d.	Peas, ... 35s. 6d.
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#### AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.

40s. 6d.	37s. 6d.	32. 6d.	30s. 6d.	28s. 1d.	34s. 6d.
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#### DUTY ON FOREIGN CORN.

46s. 8d.	21s. 4d.	13s. 6d.	24s. 3d.	12s. 6d.	10s. 8d.
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#### Duties on Grain from British Possessions out of Europe.

5s. 6d.	2s. 6d.	2s. 6d.	3s. 6d.	3s. 6d.	3s. 6d.
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#### ARRIVALS OF GRAIN LAST WEEK.

Wheat, ... 10451	Scot. Irish, ... 1492	Eng. Scot. Irish, ... 1492	B.Co. For, ... 1492
Rye, ... 40	Peas, ... 1492		
Oats, ... 1663	Linseed, ... 1492		
Barley, ... 1661	Rapeseed, ... 1492		
Malt, ... 3768	Tarax, ... 1492		
Beans, ... 2480	Black Wheat, ... 1492		
	Flour, Shells, ... 1492		

#### Quarters of Bonded Corn in the United Kingdom, Aug. 3.

Wheat, ... 625,821	Oats, ... 360,871	Beans, ... 173,792
Rye, ... 4,243	Barley, ... 88,801	Peas, ... 1,148

#### PRICE OF TALLOW, SOAP, &c. per 112lb.

Tallow, ... 47 6	Melting Stuff, ... 19 0	Mottled Soap, ... 14 0
Yellow Russia, ... 45 6	Ditto Rough, ... 19 0	Curd ditto, ... 14 0
White, ... 45 6		Graves, ... 14 0
Soap ditto, ... 45 6	Yellow Soap, ... 19 0	Good Dregs, ... 8 0

The price of good Store Candles, in the retail shops, is as follows:—Candles, per dozen, 7s 6d; inferior, 6s 6d—Moulds, 5s 6d. Sixpence per dozen discount for cash.

#### PRICE OF RAW FAT, per stone of 14lb.

The price of Tallow (as stated by the Tallow Melters) is 7d.

#### PRICES OF HAY AND STRAW, SEPT. 24.

	CLOVER.	HAY.	STRAW.
Smithfield, ... 75s to 110s	75s to 110s	75s to 110s	75s to 110s
Whitechapel, ... 100s to 105s	100s to 105s	100s to 105s	100s to 105s
Regent's Park, ... 100s to 105s	100s to 105s	100s to 105s	100s to 105s
Portman Market, ... 100s to 110s	100s to 110s	100s to 110s	100s to 110s
New Hungerford Market, ... 75s to 100s	75s to 100s	75s to 100s	75s to 100s

#### SMITHFIELD, FRIDAY, SEPT. 25.

Both trade and prices continue very depressed for every thing. In Beef, the quality is so indifferent that very little makes the top figure of 3s. 10d. Mutton and Veal, though not better in disposal, maintain their figures for the best sorts with rather less difficulty—the former 4s. and the latter 4s. 6d. Lamb appears almost forgotten, so few inquiries are made for it, but it cannot nevertheless be quoted under 4s. 6d. for the choice descriptions. The supply generally is rather large, but more so for beef than any other article.

To sink the official price of sheep.

Beef, ... 3s 6d to 3s 10d	Veal, ... 4s 6d to 4s 10d	3s 6d to 3s 10d	4s 6d to 4s 10d
Mutton, ... 3s 6d to 3s 10d	Pork, ... 4s 6d to 4s 10d	3s 6d to 3s 10d	4s 6d to 4s 10d
	Lamb 4s 6d to 4s 10d		

Head of Cattle this day—Beasts, 650; Sheep, 9,100; Calves, 540; Pigs, 570.  
Head of Cattle on Monday—Beasts, 3,463; Sheep, 13,099; Calves, 130; Pigs, 450.

#### NEWGATE AND LEADENHALL.—By the Carcase.

Beef, ... 3s 6d to 3s 10d	Veal, ... 4s 6d to 4s 10d	3s 6d to 3s 10d	4s 6d to 4s 10d
Mutton, ... 3s 6d to 3s 10d	Pork, ... 4s 6d to 4s 10d	3s 6d to 3s 10d	4s 6d to 4s 10d
	Lamb, 3s 6d to 3s 10d		

#### PRICES OF TIMBER PER LOAD.

Quebec Oak, 11 to 16 to 61 to 61	Pine Red, 41 to 61 to 61	Riga Fir, 51 to 61 to 61	Dantzic and Memel, 51 to 61 to 61
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#### WOOL, per lb.

Blanket, 11d to 15d—Combing 14d to 22d—Flannel, 44d to 10d—FURBER WOOL—N. and S. Down Hoggetts, 15s to 15s—Half-bred, 15s to 15s—Kent, 15s to 15s—The Long Wool of Lincoln, Leicester, Warwick, from the grower, is 15s to 15s—Foster's Wool—Germany, 15s to 15s—Keston, 15s to 15s—Lower qualities, 15s to 15s—Australian, best, 25s to 25s—inferior 25s to 25s—Van Diemen's Land, clean, 25s to 25s—Trade breakers.

#### SHEEP-SKINS.

Polled, 2s 6d to 3s 6d each—Downs, and half breeds, 3s 6d to 3s 6d—Polled Lambs, 2s 6d to 3s 6d each—Downs, 2s 6d to 3s 6d.



## PRICES OF ENGLISH PUBLIC FUNDS.

Bank Stock, 5 per Cent.	Satur.	Mon.	Tues.	Wed.	Thurs.	Frid.
3 per Cent. Red. Anns.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
3 per Cent. Consols.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
3 per Cent. Anns.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
3 per Cent. Red. Anns.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
New 5 per Cent. Anns.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Long Anns.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Anns. for 30 Years.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
India Stock, 104 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
South Sea Stock, 104 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Ditto Old Ann. 3 per Cent.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
3 per Cent. Anns.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
India Bonds, 7 1/2 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Exchequer Bills, 14d. £1000.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Ditto, 10d. £1000.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Ditto, 8d. £1000.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
3 per Cent. Cons. for Acc.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
India Stock Om. for Acc.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2

## TRANSFER BOOKS.

Bank Stock.	Shut.	Open.	Shut.	Open.
Bank Stock.	Tues. Sept. 3.	Tues. Oct. 13.	Long Anns.	Wed. Sept. 2.
3 per Cent. Red. Th. Sept. 3.	Th. Oct. 22.	Anns. for Yrs. Th. Sept. 10.	Wed. Oct. 21.	
3 per Cent. Cons. ditto	Wed. Oct. 21.	O.S. Sea Anns. Fri. Sept. 4.	Wed. Oct. 21.	
3 per Cent. Cons. 188	Fri. Sept. 4.	Fri. Oct. 16.		

## IRISH FUNDS, 23rd September, 1835.

Bank Stock.	Shut.	Open.	Shut.	Open.
Bank Stock.	23 1/2	23 1/2	Royal Canal Stock.	37 1/2
Government Debentures 3 per Cent.	91	91	Patriotic Insurance.	91
Ditto 2 1/2 per Cent.	91	91	Provin. Bank of Ireland.	91
Ditto New, reduced.	91	91	Hibernian Bank.	91
Consols.	91	91	Grand Canal Loan red.	4 per Cent.
City Debentures.	91	91	Mining Co. of Ireland.	10 1/2
Exchequer Bills.	23 1/2	23 1/2	City of Dublin Steam Co.	10 1/2
			Kingstown Railway.	10 1/2

## EXCHEQUER BILLS.

Exchequer Bill Office, 3rd September, 1835.

The Exchequer Bills dated in the months of July, August, and September, 1834 viz. 1 and 2 Wm. IV. cap. 24, for carrying on Public Works and Fisheries. 2 and 3 Wm. IV. cap. 125, for Relief of West India Islands. 4 Wm. IV. cap. 3, £14,000,000, 1834, and 5 Wm. IV. cap. 58, £14,350,000, with the interest due thereon, will be paid off on the 29th September, 1835, when the interest will cease. Such Bills will be received daily (from half-past Ten o'clock till Two) until and including 22nd September. Payment may be obtained, if required, previous to the 29th September, upon leaving the Bills for examination one day prior to that on which such payment is desired. New Bills, bearing an interest of Three Halfpence by the Day, upon every £100, and dated 29th September, may be obtained in whole or in part of payment of principal; which new Bills, with the interest on the Bills exchanged, will be issued on the 30th September. N.B.—All Exchequer Bills dated prior to July, 1834, have been advertised to be paid off.

## GENERAL POST OFFICE, September 26.

There are no Mails due. One from Hamburg and one from France have arrived. Letters for Lisbon will in future be sent every Friday.

## FRENCH FUNDS.

5 per Cent. Ann.	Sept. 19.	Sept. 21.	Sept. 22.	Sept. 23.	Sept. 24.
Ex. on London, 1 month.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
do ditto 3 months.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
4 per Cent. Ann.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Exchange.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
3 per Cent. Ann.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Exchange.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Bank Shares.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2

## PRICES OF FOREIGN STOCKS.

Austrian, 5 per Cent.	Satur.	Mon.	Tues.	Wed.	Thurs.	Frid.
Belgian, 5 per Cent.	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
Brazilian, 5 per Cent.	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
Buenos Ayres, 6 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Cuba, 6 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Chilian, 6 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Columbian, 6 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Dutch, 3 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Dutch, 2 1/2 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Dutch, 1825, 5 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto, deferred, do.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto, 1825, 6 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto, def. do. 6 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Neapolitan, 5 per Cent. 1824	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Peruvian, 6 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Portuguese, 5 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto, New, do.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto, 3 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Prussian, 4 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Russian, 1825, 5 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Spanish, 5 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto, 1825, 3 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto, 1834, 5 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto, scrip. do.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto, passive.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto, deferred.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Dutch, 2 1/2 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto, 5 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Neapolitan, 5 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Spanish, 5 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2

## AMERICAN FUNDS.

	Redeemable.	Lond.	Amer.	Aug 7.	Redeemable.	Lond.	Amer.	Aug 7.
New York	6 1837	96	105		Mississippi	6 1841, 56....		
.. 1845		110	123		Do. New 6	1861, 71....	110	
5 1837			103		Alabama....	5 1852		
.. 1845		109	112		.. 1861	.. 1863	96 1/2	
.. 1846, 7					Indiana....	5 1860		96 1/2
1830					Illinois....	6 1830		
Pennsylvania	1830		103		New Jersey Can. &c.		103	
.. 1853, 4			109		Bds. 5 per Ct. 1864.	...		
.. 1850		101	110		Cuba Loan 6		95	
.. 1858		102	112		INCORPORATED BANKS.			
.. 1860, 62.		102 1/2	112 1/2		Per Cent.			
Virginia	6 1841, 31....				United States	7 1836	109 1/2	
Maryland	4 1847				Louisiana State...	9 1870....	252	
.. 1870		110 1/2			B. of Louisiana...	9 1870....	262	134
Ohio.....	6 1830		111	121	Bank of Orleans...			
.. 1850			110 1/2		N. Orleans, C. & B. ....		103 1/2	
Louisiana	5 1830, 40....	98 1/2			.. City Bank		112	
.. 1835, 43.					New York Life and Trust 5		97	94
.. 1844, 50.		101 1/2			Exchange			94